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7/15

Summer Fun

Searching for an excuse to head out on the water, we'll give you 20! Look for this compass rose throughout the issue to learn about coastal happenings in your area. For even more events visit www.pmymag.com/july15



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56 One California mariner learned the hard way that staying with your boat in a storm can quickly become a matter of life and death. This **harrowing tale** will draw you in from the get-go. By Daniel Sipes

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38 A lot is expected from a 50-foot boat. And **Azimut** was up to the challenge with its 50, which we found to have comfort, speed, and lots of good looks. By Alan Harper



62 Germans are known for their precision. The **Bavaria 420 Coupe** is pretty solid evidence as to why. Chris Caswell put this versatile, sporty, and well-designed vessel to the test.

Bonus: *Fischer Panda generates some excitement.*



50 The **Oceanic 90 STS** Expedition Yacht may be built for the long haul and some big-time adventures, but that doesn't mean her builders skimped on onboard comforts. By Alan Harper

July 2, 9, 16, 23, 30:

Aside from preserving and passing on the rich nautical heritage of Chesapeake Bay, the **Annapolis** Maritime Museum hosts a free summer concert series that features Celtic, jazz, blues, rock, and soul music every Thursday night.

July 10 – 12:

Chicago can be a fun city to visit by boat. During this time it can also be a pretty darn funny place to visit thanks to the return of the highly successful comedy festival. Taking place at four venues around the city, it will feature more than 70 standup comics.

July 23 – 25:

A pair that just seems to go together like wine and cheese is the annual Hinckley Rendezvous on **Nantucket**. Whether you're a proud owner or just like to ogle pretty lines and meticulously maintained brightwork, this is the place to be.

July 31 – August 2:

Those lucky enough to be cruising **Alaska** in August not only have unbelievable scenery to look forward to but those in Ketchikan also have the annual Blueberry Arts Festival. From best-dish competitions to art exhibits and dancing, this event might just be the cherry, err, blueberry on top of an already special cruise.

August 6 – 9:

When you hear the term "lobsterfest" your mind probably goes to the rugged shores of Maine, fair enough. But during these days, **Key West** might be the best place to enjoy a crustacean celebration. Events include a lobster boil, a Duval Street pub crawl, and a brunch. Lobster, drinks, and breakfast foods in beautiful Key West: What more could you want?

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POWER & MOTORYACHT Digital

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Exclusive Digital Features

VIDEO: Check out the versatile Bavaria 420 Coupe in action.

VIDEO: See the CETO-5 work its magic. Really, it's magic.

GALLERY: You definitely want to see the Azimut 50, she's a whole lot of boat for a 50-footer.

GALLERY: Must-see historical images from the archives of groundbreaking boatbuilder Forest E. Johnson.

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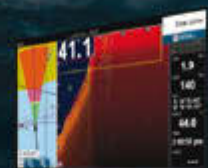
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LOGBOOK

I'm Ready to Talk Now

Okay, I'm going to come clean. While cruising, I'm not usually an enthusiastic social animal, skipping down the dock in my flip-flops like the pied piper and asking anyone within sight a bunch of questions. "Where are you from?" "Where are you going?" "How long have you had your boat?" Sure, I'll help you with your lines when you pull into the dock, and will certainly offer a *good morning*. Just don't expect me to drop by your cockpit with homemade muffins for a morning chat.

Perhaps this reluctance is a symptom of engaging with people all day at work. Dinner meetings often follow, beginning way after my preferred bedtime. Then there are boat shows that require working the room. That's the job and I enjoy it immensely. Yet boating has now become my monastery.

I believe this need to withdraw from the world while on the water is a result of having one of the greatest jobs in the world. Yes, I've combined my passion with my profession. The problem is, *well*, I've combined my passion with my profession. It's far tougher to get away from work and decompress when you're surrounded by all the elements that make up your job. Imagine being a chef that also cooks massive meals nearly every weekend and every day of every vacation.

I'll see a boat go by in the harbor, and think, *Darn it; I need to call that guy back*. Or, *That boat would make a nice feature—let me get that going*. And the pressure is not solely self-inflicted. A few years back, I was heckled by a guy for failing to post a daily blog onto our Web site about my passage from Newport to the BVIs. *Really?* I was on vacation and we were getting the crap beat out of us for nearly two weeks.

I'm fairly certain I received this social reserve from my father. He once leapt across our small living room in Annapolis—right over us kids—swiping off the light switch in mid-air as Christmas carolers gathered in front of our house. While we stared up at him, bewildered by the sudden darkness, afraid to breathe, he instructed us to stay perfectly still and quiet. His reasoning for hiding was that he didn't want to fake politeness on the steps of his own house. He also ob-

served, "They can't sing worth shit." So why give them faint praise? There's an element of honesty within this truly antisocial reaction.

However, during a cruise from Ft. Lauderdale to Charleston, South Carolina, in April with my wife Lindsay, I discovered that my self-imposed barrier began to crumble. Part of the reason is she doesn't share my same reluctance to engage with the general public. She gives me a lot of "What's wrong with you?" as I dive into the engine room to hide. This is usually followed by a sympathetic pat on the hand, much like the gesture you would give to an insane person as they're being tied down in restraints.

I've realized that boating is a great equalizer. No matter age, political affiliation, wealth, or other demographic, sharing tales with a fellow boater is often simply fulfilling. In fact, nine times out of ten, I'd say I end up genuinely enjoying my conversations with other boaters.

While in St. Simons Island, Georgia, Lindsay and I shared a glass of champagne with a couple docked next to us—they were celebrating their 60th anniversary while cruising from Florida to Halifax, Nova Scotia. We talked sailboats, powerboats, cruising, and life's milestones. They were completely charming and that little moment became a special element of our cruise. And after talking to them, I've placed Nova Scotia on our cruising bucket list. (Although after listening to their harrowing tale about cruising across the Bay of Fundy, we'll certainly pick our weather.)

Our trip included several of these spontaneous social interactions. I think one reason I decided to engage more willingly was because I was completely relaxed. We took our time, deciding not to rush the trip and instead simply enjoy each moment. So maybe I'm really not antisocial—I just needed a few weeks off. See you on the water. And stop by, I want to chat. □

George Sass Jr.
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INBOX

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Anchoring Addendum

I enjoyed the wonderful article on anchoring basics by George Sass Jr. in the May issue and would also like to provide a couple helpful hints of my own:

- Bring your vessel to a complete stop while facing the wind to determine if a current is present.
- To determine the number of feet of rode your electric windlass will let out is simple. With the engine running to provide maximum direct current of your vessel's batteries via your windlass, release your vessel's anchor so it hangs free from the bow.



Look at the second hand of your watch and press the release switch to electrically lower your anchor and stop after 15 seconds to determine how many feet of chain has been released. For example, if the amount of chain released in 15 seconds is 75 feet, divide the seconds (15) into the number of feet (75) resulting in the time it takes for the windless to release 5 feet of chain.

- Set two anchors every time your vessel is not under your control while you are sleeping or are away from your vessel. Two anchors are better than one.

Peter Gold

Rockville Center, New York

Fueled Up for Summer

Several readers used social media and e-mail to tell us that our "Petroleum Predictions" (Waterfront, April 2015), and possible lower fuel prices, left them feeling optimistic for summer cruising.

- If the pricing continues this downward trend and holds, I plan on using my boat much more than I have in the last few years. —Bruce Dawson
- I will definitely use my boat more and go out more for dolphin fishing. —Rolando Prieto
- We will use our boat more if the fuel prices hold for the summer boating season. —Peter J. Wilcock

Searching for Super Hawaii

Capt. Thiel, I am a powerboat fan from Germany. Unfortunately the boats that I like most were built over 20 years ago and it is very hard to find any information on some of them. One of my favorite brands is Super Hawaii, which sadly was only in business for a very short amount of time.

I was inquiring about one of the last Super Hawaii models on an Internet forum and learned from a man named Richie Powers that he had the pleasure of testing that boat with you in rough seas and that you wrote a thorough feature after the fact. Do you remember anything about how the boat performed? I don't know any other way to find something about that model. It seems no one remembers that boat.

Oliver Sumpf
Via e-mail

Capt Richard Thiel responds:

Thanks for your note and for reminding me of that ride with Richie Powers. As I recall we were going from Miami to Ft. Lauderdale and were headed into 6-plus-footers. We averaged better than 35 knots and spent a great deal of time airborne.

No one I ever rode with could throttle a boat like Richie. And I absolutely do remember the boat, which I believe was derived from a Don Aronow design. I think the company was owned by a Japanese fellow named Katami.

Thanks for bringing back some great memories.



Good Golly, Miss Tolly

Capt. Steve Creel's review of the Tollycraft 44 CPMY (Used Boat Review, March 2015) reminded me of another quality cockpit motor-yacht that I had the privilege to own: the Ocean

46 CPMY. It really was an amazing boat. I owned it for 18 years and the only reason I sold it was because I moved to Florida and found out that there were very few places for us to keep it year-round so I purchased a 28-foot Grady White.

On the Ocean Yachts rendezvous, being the only CPMY sur-

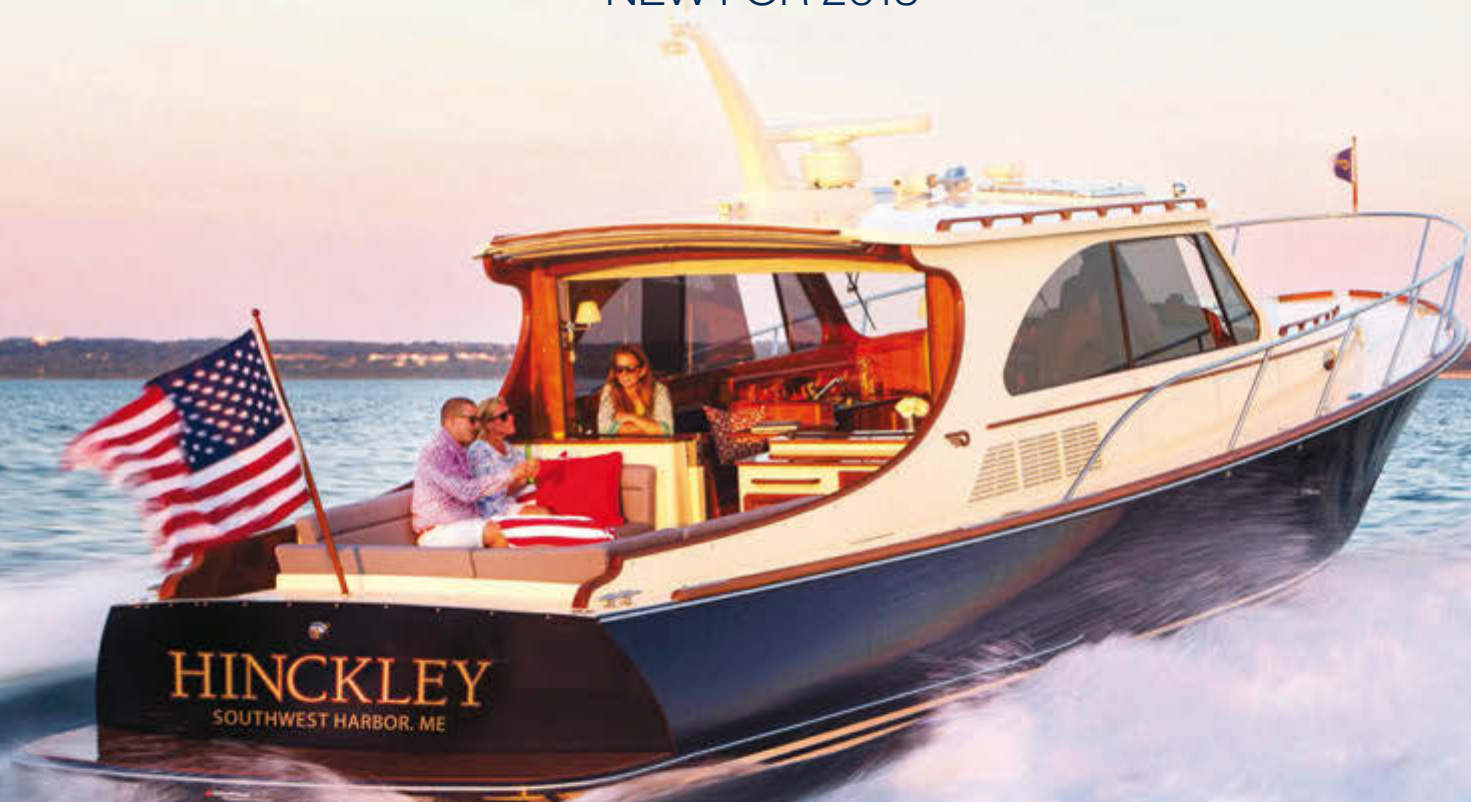


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INBOX

rounded by sportfisherman, we always captured the most beautiful boat honors. The interior was sensational. With a pair of 450 Detroit Diesel JTs, we cruised at 22 knots (at 2100 rpm and burning 35 gph). With a sportfish hull, she topped off at 30 knots.

For years, we traveled all over Long Island Sound with a 44 Viking CPMY that had the same engines but was much slower. Both were great boats.

*Robert Di Chiara
Via e-mail*

We've All Been There

Michael Peters' anchoring horror story off Catalina Island (Sightlines, April 2015) reminded me of a story of my own that took place quite a few years ago on a 55-foot boat out of Lansing, Iowa, on the river.

We nosed up on an inviting sandy stretch of beach and set two anchors off the stern cleats, tied my 22-foot Glastron runabout along the starboard side, had dinner, and turned in for the night.

At about 1:00 am the storm winds commenced to blow from the port side. They were enough to pull the port, windward anchor, causing the boat to parallel the beach threatening to push my runabout on the beach. The solution seemed simple enough...just start the main engine and back the stern into the wind while we reset the anchor on the beach.

A well-laid plan except all the slack in the leeward line was in the water and very quickly found its way to the prop! A less than desirable result for sure. Now soaking wet in my boxer shorts I climbed aboard the runabout, fired it up, and was able to attach a ski rope to the port side stern cleat and pull the boat back perpendicular to the shore while my brother and dad reset the anchor ashore, much more firmly this time. It was an exciting adventure and lesson in securing an anchor.

The moral of the story, I guess, is that "When you're wet you're wet and that's as wet as you can get." Fortunately no injuries to persons or equipment and a good story while hanging on a hook somewhere.

*John A. Heiman
Via Facebook*

Absolutely right, "no injuries" is the best, most important part of any good boat story. And getting wet is part of the deal sometimes.

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WATERFRONT

(THE WHO, WHAT, WHEN, WHERE, AND HOW OF BOATING) BY DANIEL HARDING JR.



Go Boating on July 12 and **Win Big**

Fuel prices are too high. The kids have lacrosse camp. Things are crazy at work. We get it; despite promising yourself you were going to use the boat more this year, life, like it tends to do, has found a way to tether you and your boat to land.

That's why we're throwing the challenge flag. In his April Logbook, Editor-in-Chief George Sass Jr. proposed a pact that the editors and you, our readers, leave life's worries on the dock and go boating on July 12th, a date that we have dubbed the Mid-Summer Boat Fest. Whether that means taking a couple kids fishing in your center console, pointing the bow of your Nordhavn to the San Juans, or hammering your express cruiser across the Gulf Stream to Bimini, it makes no difference to us. We just want you to make some memories and be reminded of why you got into boating in the first place.

When you return to the dock, we ask that you send your snapshots to us via inbox@pmymag.com or through www.facebook.com/powerandmotoryacht along with a short writeup of your favorite boating memory, whether it was made that day or decades earlier. In exchange for your submission, you will be entered to win Power & Motoryacht swag, a place of prominence in our December issue, and a **Three-day stay at the Abaco Beach Resort & Boat Harbour Marina on us**. Now, what was your excuse again?

For complete contest rules, please visit www.pmymag.com/july15.



**STEPS TO MID-SUMMER
BOAT FEST**

1. Go boating on July 12.
2. Send pictures and descriptions to inbox@pmymag.com
3. Have a chance at winning an Abaco Beach Resort vacation.

The happy memories shown above were made on the Bavaria 420 Coupe. Read more about this fun family cruiser on page 62.

Knight Fishing



July 16:

To go, or not to go to Friday Harbor in the San Juans. That is the question. And on this date the answer is definitely yes thanks to the free outdoor production of *Shakespeare's Cymbeline* by the well-respected group of actors at Island Stage Left.

Bobby Knight is one of college basketball's most profound personalities; one of the all-time winningest coaches in the game, he is perhaps better known for his antics, which include throwing a chair across a court during a game, and becoming combative with members of the press. That was then. Today, with his days of back-page headlines behind him and long weekends of fishing in his future, Knight

has mellowed thanks in part to flyfishing (or so we were led to believe). This is when a story opportunity for our sister publication, *Anglers Journal*, presented itself.

In spite of Knight's aforementioned and well-documented rift with the press, we opted to send our on-staff adventure hound (and former linebacker), Kevin Koenig to spend three days with the larger-than-life personality in a very, very small boat.

Has Knight found peace out on the pristine flats of Bimini, or did missed opportunities send him into a rod-snapping rage? And what became of our senior editor? Was his experience one that he will proudly boast about in a bar, or was this the adventure to end all adventures? You'll just have to pick up the summer issue to find out. For this story and other great ones like it, visit www.pmyomag.com/july15.



Art Time

There is something inherently nautical about finely crafted woodwork. Maybe it's because we value immaculate joinery or understand the time it takes to apply an even coat of varnish.

Whatever the reason, boaters might be interested in the finely crafted wooden watches from WeWood. The black and beige version (shown above) sells for \$120, is made from natural wood, and adjusts to fit almost any size wrist.

It is available in an eye-catching assortment of colors and wood types, allowing you to pick out a timepiece that best matches your boat.

Plus this is a purchase you can feel pretty good about because the manufacturer plants a tree for every watch they sell. www.we-wood.us

Motion in the Ocean

Renewable energy is something that most of us can get behind. But, renewable energy at the cost of filling the horizon with wind turbines and solar farms? Whoa, not so fast.

An Australian company called Carnegie Energy recently introduced a system that might just make everyone happy. It's called CETO 5, named after the Greek goddess of the sea, and it harnesses the energy of waves.

How it works is a massive, submerged buoy rises and falls with the waves, and the downward motion compresses seawater. That high-pressure water is then sent through generator turbines on shore, and *voilà*, power is created. Further enhancing the green properties of this technology, some of that power is used to run desalinators that turn the excess pressurized water into drinking water.

If these devices stay clear of the channel and popular fishing grounds, and save us from having to slalom between windmills, we might all just be able to support this system.

To understand how this new technology works, check out the video on www.pmyomag.com/july15.



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July 7:

Five-time Grammy Award winner **James Taylor** will be performing at Portland, Maine's Cross Insurance Arena, just blocks from Union Wharf and the Portland Lobster Company. (For ticket info and more concert options, visit www.pmymag.com/july15)

SUMMER CRUISING

Path Less Traveled

WHEN THE SUMMER CROWDS FLOCK TO NEWPORT, RHODE ISLAND, **EDITOR-IN-CHIEF GEORGE SASS JR.** HEADS NORTH TO PORTLAND, MAINE.



Newport, Rhode Island.
Dinner in a great restaurant...



Portland, Maine. Or dinner in quiet Diamond Cove.

I'm a former resident of Newport and will always have a tight bond with the town ... err, well, except during the summer when the streets overflow with steroid-fueled meatheads, every decent restaurant is packed shoulder to shoulder, and 120 decibels is the normal level of conversation. Great for commerce; bad for folks looking for less confrontation and more peace. **Solution:** Head north to Portland, Maine until the summer crowds subside.

Why I Like It: Part of Portland's charm is that like Newport 40 years ago, Maine's pearl by the sea remains an active working waterfront with a container port and busy ferry system, along with commercial fishermen and lobstermen. The smell of salt, seafood, and fine dining enveloping the area is intoxicating.

EAT + DRINK

There's no doubt about it—Portland is a foodie town. Yet, long before menus were dominated by a 200-word treatise to describe a fricken green salad, there was **J's Oyster** (207-772-4828) on the Portland Pier.

WHEN TO GO: Anytime you want to while away an afternoon—hopefully it's raining to assuage the guilt—sucking down fresh oysters and enjoying home-made chowder. **VIBE:** Colorful local patrons mix with Ray Ban- and tight-jean-wearing hipsters, who upon entry immediately realize this is not the establishment to ask for the organic cocktail list. Yet it all works. **Central Provisions** (www.central-provisions.com) is the latest must-go-to restaurant in Portland. Believe the hype. The small-plate presentation is over the top. **WHEN TO GO:** It's walk-ins only and not too big. So we suggest an early lunch versus dinner, and get a seat



at the bar to watch the chefs in action. **VIBE:** New York and LA quality, drowned in Maine sensibility, means world-class food and service without the patina of bullshit. The **Port-hole Restaurant & Pub** (www.portholemaine.com) is tucked into the Custom House Wharf. **WHEN TO GO:** It's my pick for breakfast. **WHAT TO HAVE:** Hey you're in Maine. Think about going all in with the Casco Bay Omelet filled with lobster, crab, goat cheese, and tomatoes. **VIBE:** If you're lucky enough to get an outside table, I promise you'll sit back, smile, and fall hard into the vacation zone. Just

don't feed the seagulls. No, seriously, don't feed the seagulls.

SHOPS + TREATS

For all those naysayers who fuel the narrative that independent bookstores have gone the way of the telephone booth, head on up Exchange Street and savor Sherman's Books & Stationery. It's a must stop before heading Down East where a good book is as essential as radar. Afterwards, walk over to Portland Trading Co. (www.portlandtradingco.com) on Middle Street. The store is simply a wonderful, elegantly curated collection of home goods, clothing, accessories, and books.

WATER + CRUISING

For the full Portland experience it's tough to beat Dimillo's Marina (www.dimillosmarina.com) in the heart of the Old Port. From Portland, head out to Casco Bay for the day and

enjoy the many islands dripping with beauty and serenity. Take a slip at Diamond Cove on Great Diamond Island (www.diamondcove.com) and walk up to the Diamond's Edge restaurant for a cocktail and early dinner on the lawn next to the harbor. The entire development is built around the buildings of the



former Ft. McKinley. Admiral Robert E. Peary's Eagle Island (www.pearyeagleisland.org) is open to the public in the summer for tours. It's easier to grab a mooring and take your dinghy into the dock. □



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— Jim & Lisa Favors, R-27
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BY KEVIN KOENIG

NEW BOATS

Invincible 39' Open Fisherman

MY FIRST TAKE: *This is one aggressive boat. Her builders claim a top speed of 63 knots, and from the looks of her, I'd say that's not just bark. It's bite.*

One of the more interesting boats I got to climb all over at this past Palm Beach boat show was the Invincible 39' Open Fisherman, which sat up on a trailer near the front of the show fairly snarling at the showgoers as they made their way past. The boat has lines that are about as aggressive as you can get without delving into the realm of ... let's just call it overcompensation. I mean these lines really work, they push it right up to the edge. And they're not just braggadocio. With quad outboards I'd bet this boat cracks the 60-knot mark for real, out on the water, and not just on the pages of a press release.

That speed is thanks in no small part to the 39's high-tech hull. It's a Michael Peters design—the Stepped Vee Ventilated Hull—that Invincible claims gives this boat “the lowest drag coefficient of any monohull in the world.” That low drag obviously helps the speed numbers, but it also should make the boat highly fuel efficient, you know, relatively speaking!

Invincible prides itself on a high level of customization. And as such, this 39 can be fitted out to either be a fishing boat suitable for tournament competition, or simply a very fast, very fun way to get from point A to point B. And once you reach point B, with lines like these, you can pretty much rest assured you're going to be very, very welcome.

Invincible Boats, 305-685-2704;
www.invincibleboats.com



Scan this QR code to sign up for *Rhumblin*, our daily e-newsletter, and get reviews of the latest new boats sent directly to your inbox.



July 9

The **Bahamas** celebrates its 41st year as an independent nation today. And **Marsh Harbour** in the Abacos is the place to be to celebrate, with all sorts of festivities planned. Just beware, ain't no party like a Bahamian party because a Bahamian party don't stop. No really. They do not stop. A word to the wise, bring coffee.

July 14-19

Restaurant week on **Block Island** is something the entire town really gets behind with most eateries featuring two-course lunch menus (\$21) and three-course dinner menus (\$29). We like The Oar for their signature mudslides and view of the Great Salt Pond.

July 16-19

Sea Ray and Meridian Yachts owners cruising the West Coast won't want to miss the 17th annual **Roche Harbor** rendezvous. The group is known for its penchant for partying and will enjoy many a nice meal and cocktail party.

▶ INVINCIBLE 39'
▶ OPEN FISHERMAN
▶ HORIZON E84
▶ BERING 80

LOA: 39'2"
BEAM: 11'0"
DRAFT: 2'0"
DISPL.: 12,000 LB.
FUEL: 550 GAL.
WATER: 35 GAL.
POWER: TRIPLE OR
QUADRUPLE OUTBOARDS
CRUISE SPEED: 38 KNOTS
TOP SPEED: 63 KNOTS
PRICE: UPON REQUEST

NEW BOATS

Horizon E84



MY FIRST TAKE: *It's no wonder this boat caused such a stir at the last Palm Beach show, where she debuted. Just drink her in. Also, I'd like to meet the owner who handles this boat himself, because that guy definitely knows what he's doing.*

Look at this boat. Not quite what you might be expecting from Horizon, huh? This builder is known primarily for comfortable, seaworthy vessels with a high degree of cruisability and livability. But this one? She's sorta sexy, no? Sleek, understated lines make for a profile that's sure to turn heads whenever you cruise into port. (Which is not to say that she doesn't have a ton of space. She is 85 feet long, lest we forget.) And she's still got a 20-foot beam. Plus she has that huge,

swept-back flying bridge for open-air entertainment. That's always a plus, particularly in the beautiful environs in which this boat is sure to cruise.

The E84 debuted at the Palm Beach International Boat Show this past spring, and the show's more intimate, insider-y vibe seemed to fit her perfectly. Word on the dock about her was very positive and at times seemed unceasing. A large part of her appeal has to do with those lines, but maybe not for the reason you

think. While her lower profile does make her look good, it also keeps her a bit tighter, a bit trimmer, than a lot of boats her size—especially other Horizons. Compare her to her sistership, the undeniably burly E88, and you'll see what I mean. And that size differential means big things—literally—to any particularly ambitious owner-operators out there who might be up to the challenge of captaining this thing sans crew, (or maybe with one mate, you know, just

to be on the safe side). According to my sources at Horizon, this has been one of the boat's major upsides as she generates interest in the market.

The E84 comes in three versions: Open Bridge, Skylounge, and Fishing Cockpit, and that lends her a nice versatility, depending on what kind of cruising—or fishing—you'd like to do onboard. Whichever layout you get however, one thing is for certain, this boat will serve you well, whether you want to take to the helm yourself in the open seas, or just stand on the dock and look at her.

**Horizon Yachts, 561-721-4850;
www.horizonyacht.com**

LOA: 85'0"
BEAM: 20'0"
DRAFT: 5'9"
DISPL.: 143,300 LB.
FUEL: 2,250 GAL.
WATER: 420 GAL.
POWER: 2/1,600-hp Caterpillar C32 ACERTs
CRUISE SPEED: 18 KNOTS
TOP SPEED: 24 KNOTS
BASE PRICE: UPON REQUEST

Bering 80

MY FIRST TAKE: *There are no two ways about it, the Bering 80 is a serious long-range cruiser. Frankly when I look at this boat I get a little jealous about all the adventures the owner is going to have with her.*

Currently, scientists are studying the effects of supremely long times spent onboard boats—we're talking boats-that-get-caught-in-the-ice-during-Antarctic-winters long—to see how man may one day fare on Mars. And while I couldn't in good conscience suggest you lodge yourself somewhere in the middle of the Weddell Sea next winter, if you had to do it, the Bering 80 wouldn't be a bad look to do it on. For one, she could get you there, thanks to a fuel capacity in excess of 10,000 gallons that allows her to travel 6,000-plus miles at 9 knots without refueling. (That's just about how far it

is from San Francisco to Shanghai, if you were wondering.) But also, with a super-safe steel hull below your feet, you might just be OK over the winter, if a little stir crazy.

Not that the 80 lacks for creature comforts. The boat's massive 25-foot 8-inch beam gives her immense amounts of onboard space. The saloon has an enormous corner settee aft that faces other free-standing furniture, while a dinette forward doubles as both the main dining area and a secondary spot to lounge. The galley can be laid out as open or closed off, depending on how you crew your boat and



who does the cooking. And it's big enough to keep any aspiring Mario Batali happy.

The 80's master is on the main deck forward of the saloon, which gives it an admirable amount of privacy, especially at night. The rest of the staterooms are down below, where up to six different rooms can be built, with the option of course for fewer, larger rooms, if so desired.

However you choose to set her up, the Bering 80 will be more than comfortable on

whatever long journey you take her on. Well, maybe not Mars, but Antarctica? Why not?

**Bering Yachts, 919-345-0240;
www.beringyachts.com**

LOA: 82'0"
BEAM: 25'8"
DRAFT: 7'7"
DISPL.: 485,000 LB.
FUEL: 10,170 LB.
WATER: 840 LB.
POWER: 2/700-HP CUMMINS QSM-11s
CRUISE SPEED: 9 KNOTS
TOP SPEED: 12 KNOTS
PRICE: \$5,490,000

NEW BOATS

Notebook

SENIOR EDITOR KEVIN KOENIG digs deep to sniff out the latest boatbuilding projects that you need to know about.

Update

**LYMAN-MORSE
MONHEGAN 42**



The Monhegan, covered here last April, just had her hull infused at press time, and she is undergoing Coast Guard inspections, which one Lyman-Morse insider assures me, means "crossing a lot T's and dotting lots of I's." Let's hope these guys paid attention in English class so they can get this Down East beauty to her new Great Lakes home soon! www.lymanmorse.com

Cruisers 59 Cantius



**Debut
Date
JULY
2015**

Cruisers is back with a new model for its popular Cantius line. This 59 will look a bit different than her smaller sisterships, however, with a very sleek, contemporary silhouette. Debasto Designs and Facherif Designs, two Florida firms, teamed up to make sure this boat was both aesthetically pleasing and ergonomically workable. Not to mention high-tech and stylish. (The interior features lots of color contrasts to entertain the eye.) She debuts this month, so keep an eye out for her when you're cruising, kids. www.cruisersyachts.com

Glider Yachts SS18



**Debut
Date
JULY
2015**

Have you ever seen anything like this before? I haven't. Glider Yachts is a British startup that recently secured its first major round of funding.

There hasn't been a whole lot of information released about this boat, the SS18 (SS stands for Super Sport). In fact, even her factory location is quote-unquote top secret.

However, we do know that the builder plans on her being able to hit 60 knots—which, well, suffice to say, is pretty sweet. And obviously, she looks absolutely ...

other. This is a very ambitious build and I hope I get a chance to push her throttles down hard one of these days. www.glideryachts.com

Winter 65

Deep in the heart of North Carolina there's a mad scientist who is creating a monster. A monster express fisherman that is.

Tim Winters, president of Winter Custom yachts, just recently commissioned a plan to create what he believes will be the largest express fisherman ever built, the Winter 65, which will clock in somewhere near 65 feet 8 inches. (Yes, his name is Winters but the company's name is Winter. Now that that's settled, let's move on.)

Via the phone, an obviously excited Winters told me that the boat will be built to travel with a family. "She'll go from the Dominican all the way up to Boston for the summertime," he said. "She'll have 1,800-horsepower MANs, an exterior galley, a full mezzanine with two ice machines, freezers, and lots of stowage. Oh yeah, and teak everything." Why such a large express though? "Well the



**Debut
Date
FEBRUARY
2017**

owner wants a lot of space, but he doesn't want to be stuck up on the bridge while everyone else is down below. So, there you go."

Sounds good to me. This should be an interesting project to keep your eye on in the coming months and years. www.wintercustomyachts.com

Filippetti F930

**Debut
Date
SUMMER
2016**



Fano, Italy, in the country's Marche region, is known for pretty beaches, prettier women, and some of the most decadent white lasagna the world has to offer. But now the seaside town has a fourth claim to fame, the fully custom Filippetti F930, which will launch there next summer before making her way to the Great Lakes. I spoke to Darren Datson, the fledgling company's U.S. rep, about the build over a few beers in Lauderdale recently. Says Datson, "Basically what we've done is take an express yacht and customize it to the owner's needs. Our goal is that the final product will actually end up being a production model, but one with the highest amount of scrutiny paid to materials and fit and finish. We think there's really a niche to be filled there in the market."

I'd have to say I agree. And with Fausto Filippetti (a founding partner of Pershing, mind you) leading the charge in Europe for this build, I'd say this 930 has a good chance of filling that niche completely. www.filippetti.com



July 17:

Beaufort, North Carolina, is out to prove that the Chesapeake isn't the only place with killer crab cakes. The 9th annual Crab Cake Cook-Off allows you to gorge on crab and slaw all for a good cause: the historic Harvey W. Smith Watercraft Center, which teaches wooden boat restoration.

BY CAPT. RICHARD THIEL

POWER & PROPULSION

Quiet on the Cheap

YOU DON'T HAVE TO SPEND A LOT OF MONEY TO LOWER THE NOISE LEVEL ON YOUR BOAT.

What do you suppose is the problem I'm asked for advice on most often? How to make a boat faster? *Nope.* Burn less fuel? *Negative.* The question I hear most is *How do I make a boat quieter?* While at first this may be surprising, when you think of it, it makes perfect sense. An owner may become acclimated to a substandard cruising speed or an above-average fuel bill, but a boat that's loud will drive everyone crazy. What fun is it to be out on the water if you have to yell every time you want to be heard?

One solution is obvious: Call in an acoustical expert. There are plenty of contractors who will come to your boat, take precise measurements in various locations, and formulate an amelioration plan that will make life aboard significantly more peaceful. Likewise, there are companies selling advanced acoustical insulation materials, along with detailed installation instructions so that you can either have them installed or, if you're relatively handy, install them yourself.

The trouble with both options is they cost money, often a lot of money. Many boaters who complain about noise issues own older boats that were built without access to the sound-deadening materials and expertise that's available to modern boatbuilders, and it may not be practical to pour money into these vessels that may never be recouped. And some of us are just on a budget.

This column is about neither those experts nor those materials. It's about how you can quiet your boat on the cheap. Now we all know that nothing much comes free, and that applies here. Don't expect monumental changes in sound levels if you're going to go economy class. But you can make things incrementally quieter often by doing just a little work. Just how much quieter may surprise you.

The first step is to understand the difference between sound and noise. Noise is basically sound you don't like—one man's Pavarotti is another man's Kanye West. But it's not all subjective. There are certain sounds that are universally despised by the human ear—like nails on a blackboard. Likewise when sound reaches a certain level (measured in decibels) it becomes uncomfortable for most people. Conversational speech is around 65 decibels, the level of discomfort is 120 decibels, and the level of pain is 130.

Sound levels are what you should be concerned about when you buy a boat; when you already own one and want to quiet it down, you need to focus on the physical nature of sound. In simplest terms, sound is vi-



Have a loud boat? Chances are your engine room is the source. Proper seals here might save your ears.

bration that excites our eardrums and activates our auditory nerves. Of course something has to vibrate and that something can be a solid, a liquid, or air. Regardless of the medium, if you prevent one vibrating object from causing another object to vibrate, you interrupt the transmission of sound.

You need to focus on the transmission of vibration through air and solids. Each demands a specific strategy. It's relatively easy to stop air from transmitting vibration: an airtight seal around the area the sound is being produced in will do the trick. Take your engine room, the largest source of sound in a powerboat, other than teenagers.

Your engines need fresh air for combustion, so some sound will always escape through the vents. But any other passages leading from the ER should be sealed tightly. That means doors and hatches, but also any opening in a bulkhead to allow the passage of pipe or electrical cable. Sealing such openings with caulk or dense foam will reduce the amount of sound that reaches your ears.

For this strategy to be effective, you have to seal all the passages. I was recently on a boat in which the passage from the ER to the lazarette was not tightly sealed. While the lazarette was unoccupied, the sound that entered it was retransmitted through various solid components to the rest of the boat resulting in an annoying hum at cruising speed.

And that brings us to the transmission of vibration through solids. To reiterate, if something shakes something else, sound is transmitted. The best way to stop this is to isolate the vibrating solid with a flexible material that will let it shake but not hit something else. A common example is the "poor-man's strategy" to quiet pump noise: Mount the pump atop pieces of flexible hose and screw it to the mounting surface. It may be cheap but it works.

You can duplicate this strategy anywhere on your boat, although for larger objects hose may not suffice. The point is to use whatever you need to prevent solid contact between anything that might vibrate and the structure of your boat. Isolation really works, which is why high-end yachts actually "float" cabin soles and bulkheads on synthetic rubber. And again, the more places where you block the transmission of vibration, the quieter your boat will be.

These two sound-abatement strategies—sealing and isolation—don't have to cost a lot of money. True, you won't get the kind of results you will with expensive materials or consultants, but they will make a discernable difference.

Now if you could just do something about those teenagers ... ▢

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BY JASON Y. WOOD

ELECTRONICS

Second to None

REMOTE-MIC VHF SETUPS DO MORE THAN EVER. WHAT WILL THEY DO FOR YOU?

Ever see an experienced couple dock their boat? No shouting, no problems, just pure harmony in action. Some of them use hand signals. Others have nifty headsets. Still others place a remote-mic station with a hailer on the boat wherever they know they're going to need to be.

"You've got a hailer feature so that you can talk to different stations," says Brian Coleman of Coleman Marine Systems (www.colemanmarinesystems.com), a full service electronics dealer who regularly puts in VHF systems with multiple stations. "The hailer allows them to talk back without pushing a button. In my personal situation, we go out the locks [in Seattle] to get to salt water and my wife is either on the aft deck or the foredeck and the hailers allow us to communicate without using headsets."

Coleman knows it's all about communication. But the last thing a skipper should want is for the crew on deck to need to push a button to speak—

ICOM's IC-M506 (below) has an integral AIS receiver and can connect to NMEA 2000 and NMEA 0183 networks, and shares the data with the CommandMic HM-195B/SW (left).



The Standard Horizon Matrix GX2200 VHF (left) has both AIS and GPS receivers built in, and delivers all functions through its RAM3 second-station mic (above).

using a hand that could better serve handling lines or even holding on to the boat. "All she has to do is face the general direction and I can hear her, crystal clear, from the helm," Coleman says. And onboard communication between stations is private, so no worries about eavesdroppers.

Remote-access or second-station microphones can connect a boater to a fixed-mount VHF at the lower helm from another location on board, whether it's the flying bridge, the cockpit, the main saloon, or anywhere else you can think of, or all of the above. That's because the manufacturers have made the wiring for these second stations simpler for installers, created units that can manage up to six stations, and in some cases have eliminated the wires altogether with wireless units. And there are reasons the manufacturers have gone to such an effort—and boaters want their VHF radios with them. VHF offers critical safety features just as well as they always have, while continuing to add more functionality than ever before.

If you haven't seen a recently installed second-station mic for a VHF, you may not

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ELECTRONICS

recognize it. The displays show loads of data, far beyond the channel in huge digits (though you can still set it for that), thanks to information from integrated AIS and GPS (today both receivers may be contained within the fixed-mount VHF itself) and access to even more. Since the radio is often put on the NMEA 2000 backbone, the benefits of the data it compiles are shared across the system.

"If you're sitting at anchor and you leave the helm and go to another station, in say, the cockpit, which may not have any instrumentation, you can see on the HS90 handset if you've started to make a couple of knots of speed over ground, which would give you the indication that something's not quite right," says Mat Hooper, global training director for Navico, which consists of the Simrad (www.simrad-yachting.com), B&G, GoFree, and Lowrance electronics brands.

"It repeats wind information and depth as well so if you're having lunch, you can take a quick glance to see if maybe the tide's dropping out on you." Simrad's RS35 fixed-mount VHF radio (\$399) can support two wireless HS35 remote handsets (\$169, not for use simultaneously), while the company's RS90 black-box VHF (\$799) can support two HS35 wireless handsets and up to four HS90 wired stations.

Connecting to a single, fixed-mount VHF has plenty of advantages. Aside from the intercom feature mentioned earlier, there are plenty of other ways to make the most of the powerful VHF on your boat.

First of all, a single radio unit with multiple stations lets you have all the safety benefits of a VHF where you want to use it, but without requiring sep-

Simrad's HS35 remote second-station handset goes where you do. It uses a DECT frequency, common on wireless telephones, rather than Bluetooth, for greater range.



The Simrad RS90 is a black-box VHF designed to use remote access, including up to four wired HS90 mics and two wireless HS35 microphones.



The Ray70 fixed-mount VHF was new this spring and has built-in AIS and WAAS GPS receivers.

Raymarine's RayMic offers remote radio control in a case featuring updated industrial design.

arate antennas. The best part is this: As VHF has become even more useful with the advent of Digital Selective Calling (DSC) and built-in GPS and AIS, the second-station mics have, for the most part, kept up that blistering development pace. Some installations use a black-box VHF to serve those remote microphones, while others bury a full fixed-mount unit, usually protected by the face cover, somewhere in the helm console, out of sight yet still accessible if unused. "Because of the remote access microphone's size compared to the whole radio sitting out on the console, some people hide the main radio," says Jason Kennedy, executive vice president of Standard Horizon (www.standardhorizon.com). "There are so many different applications of the remote microphone: It's nice to have a full 25 watts of power anywhere you need it, rather than using a handheld. And on larger vessels, like sportfishers, sometimes they mount a remote microphone in the cockpit so they can talk to the captain using the intercom feature." Kennedy outlined a setup of putting a fixed-mount Standard Horizon GX1600 (\$169.99) inside the console on even a 20-foot RIB with a RAM3 microphone (\$99.99) on the helm, to get all the functionality of that slim fixed-mount model, without taking up too much helm-console real estate. Kennedy was careful to note that every boat should carry at least one handheld as well, as a backup.

Having the AIS built into the radio is a big plus, since it precludes the need for an additional antenna for that system as well as simplifying the interface with the VHF. "On our IC-M506, users have the capability of showing the AIS targets on the Commandmic display," says David McLain, national sales manager for ICOM America (www.icom-america.com). "So you can have the whole screen show AIS information when you want, or big channel numbers." ICOM America offers multiple versions of its fixed-mount IC-M506 (starting at \$549.99) to connect to NMEA 2000 networks or NMEA 0183 backbones.

Raymarine's new Ray70 VHF (\$649.99, www.raymarine.com)

VHF radios play a key part in onboard safety.

Check out the best ways to make sure they're ready when you need them @ www.pymag.com/july15

also has a built-in AIS and a second-station RayMic (\$179.99) to offer all the main unit's functionality with a case consistent with the company's sleek new helm arrays. Garmin (www.garmin.com) went the black-box route with its VHF 300 (\$999.99 with built-in AIS, \$699.99 without it), which comes with a wired GHS 10 handset, but can also work with the company's wireless GHS 20 remote handset (\$299.99). With AIS information displayed on the second-station mic, improving communication with the boats and ships you're seeing on AIS is simpler than ever, from anywhere on your boat.

DSC, though required on all new radios, is often a lost benefit since an astonishing number of these units are never connected to a GPS. While connecting a VHF to an NMEA 2000 network solves this, Standard Horizon, ICOM America, and Raymarine offer GPS receivers built in to some fixed-mount units in their lines. Some of the GPS receivers are reported to work even when the unit is mounted beneath a hardtop or at the belowdecks nav station on a sailboat. That data is of course shared with all connected stations. And the DSC distress function is also available, with the system's full 25 watts of power and main-ship antenna. "Remember line of sight and the height of that antenna will determine your range," Kennedy says.

Even with multiple VHF stations, from the DSC perspective, of course the boat should be registered with a single MMSI number. The nine-digit Maritime Mobile Service Identity (MMSI) number identifies your boat over VHF DSC and AIS systems. All equipment requiring one on-board your boat, including AIS should have the same MMSI number. Get your number either by visiting www.boat.us.com/mmsi/ or www.fcc.gov/Forms/Form605/605.html (how you use your boat may require you go straight to the FCC). Fill out the form and connect your VHF to a GPS. It could save your life. "You don't have to program the second station with an MMSI number—that uses the information from the fixed-mount," McLain says. "If you have a handheld that has GPS and you don't have a tender or smaller boat, I would say use the same MMSI number for that. This is a gray area—there is no right answer, and this is common sense to me and what I tell customers. So if you only have one boat and you're using the handheld VHF on the boat, use that same MMSI number. But if you have a small boat and you're using the VHF on the tender I would register a separate MMSI number for that small boat."

Either way, with all the improvements in communication of these VHF systems, these are good problems to have, and good questions to answer. □



July 4-7:

The Tall Ships will be sailing into **Greenport Harbor** on the North Fork of New York's Long Island for the Fourth, and will be staying for a few days after. If you've never been to Greenport, don't go—it's awful. Nah, just kidding. The quaint town was our little secret for a while, but the cat's been out of the bag in a big way recently, and the town is well on its way to becoming the next Montauk—a hot destination. Get in on the ground(ish) floor.

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GEAR

NEW EQUIPMENT FOR OLD SALTS **BY DANIEL HARDING JR.**

TotalBoat Trailer-Mounted Boat Lift

\$599 (shipping included); www.jamestowndistributors.com

For decades Mike Mills, president of Jamestown Distributors in Bristol, Rhode Island, has been selling bottom paint to small boat owners whom he describes as “serious do-it-yourselfers,” the kind of people who use tree limbs as pulleys to lift their boats from trailers so they can paint the bottoms. Nervous about safety, he asked himself, “How can we make it easier for our customers to paint their boats from a trailer?”

“Lifting a boat is serious stuff, even the smallest boats can weigh a few thousand pounds,” says Mills. To address the issue, he spent countless hours testing different designs before thinking, “What if we just bolt jack stands to the trailer?” And with that, the TotalBoat Trailer-Mounted Boat Lift was born.

Simple trailer-mounted brackets secure stands at four lift points on your boat. After a little practice one person can lift a boat from a trailer with just a pair of wrenches in less than five minutes (check out a video of this simple setup at www.pmymag.com/july15). Mills recruited engineers to test the system, which they determined could safely lift a 10,000-pound boat.

“Besides painting, it’s also handy if you need to work on your trailer during the off-season,” Mills explains, showing he knows just how DIY boaters think.

The price may seem steep to some but if you consider the cost of a makeshift lift snapping like, umm, a tree branch, it might save you more than time and money. □





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July 18 – 19:

Out in LaLa Land this summer? Then dock your boat at one of the many harbors in the South Bay area and head over to the PVAC Malaga Cove Art Lawn Show in **Palos Verdes**—one of the most beautiful suburban enclaves our country has to offer. The show will expand your horizons, we promise. It'll be good for you. Edifying, really.

BY MICHAEL PETERS

SIGHTLINES

Siren Song

EVEN MEN OF SUBSTANTIAL MEANS CANNOT RESIST THE TEMPTING CALL OF... BOATBUILDING?

I am always astonished by the incredible number of boat companies in this country. There are literally hundreds of builders, of which most of us could only name 50 if we tried. Certainly a big part of this includes specialized, regional boatbuilders, but a good many companies exist simply as vainglorious hobbies of their owners. The glamour and excitement portrayed by the boat business is too much for these guys to resist.

At any given time, my office usually has at least one client who is neither a production builder nor an individual looking for a custom boat, but rather is looking to get into the boat business. I refer to this ailment as the “cardboard-box syndrome.” That’s because he’s usually a man of some wealth, who has made his money in a rather mundane, anonymous way, such as making cardboard boxes. Now that he is successful, he wants to rise from obscurity and get into a fun business, where everyone will know his name. With visions of magazine covers and hometown fame in his head, the boat business is always happy to welcome another patsy.

In our first meeting, this client is usually so excited to get started that he holds his checkbook in his hand as he tells me his vision of the perfect boat that the market so desperately needs. (It is usually something really unique, like another triple-engine center console fishing boat.) I haven’t led a perfect life, so in an effort to save my soul, I tell him to put his checkbook away. I then offer counseling sessions, that go like this: Do you love your wife? Do you love your kids? Do you love your house? If you answer yes, then stop dreaming of the boat business, because I can guarantee you that you will surely lose your wife, your kids, and your house before you are done! I warn of the real cost in blood and treasure that others have suffered. If they persist, I then take their money.

In my very first job in the marine industry I witnessed this disorder. I went to work for Halter Marine shortly after it had pur-



One may have mastered an industry, with productivity and profitability second to none, only to be foiled at every turn as a boatbuilder. Some dreams should remain boxed up.

chased Cigarette Racing Team in 1978. At the time, Halter was the largest boat builder in America, with ten shipyards throughout the Gulf and almost 3,000 employees, but Harold Halter suffered in obscurity. The quick fix to boost his ego was to buy Cigarette from Don Aronow. He became the talk of Miami and got to hang out with the coolest dude in the boat industry as part of the deal. After sponsoring several of his own off-

shore races, he only lost a couple of million when he sold it back to Aronow four years later.

A few years later we were asked to design a 33-foot express sportfish for an Israeli arms dealer living in Miami. Of course, he didn’t just want a boat for himself, but wanted to start a boat company. He had to maintain a low profile with his day job, so the boat business looked to him like a lot more fun. Thanks to my earlier training at Halter, I could spot his affliction and offered intervention. I advised him that if he simply wanted to spend a lot of money on a boat and get some front-page publicity, we should just build the boat at Rybovich and put in the contract that they could charge him double for everything. That way, he could show off his beautiful boat, have the satisfaction of paying way too much, and still get off cheap compared to starting his own boat company. He didn’t think I was very funny. He lost his ass.

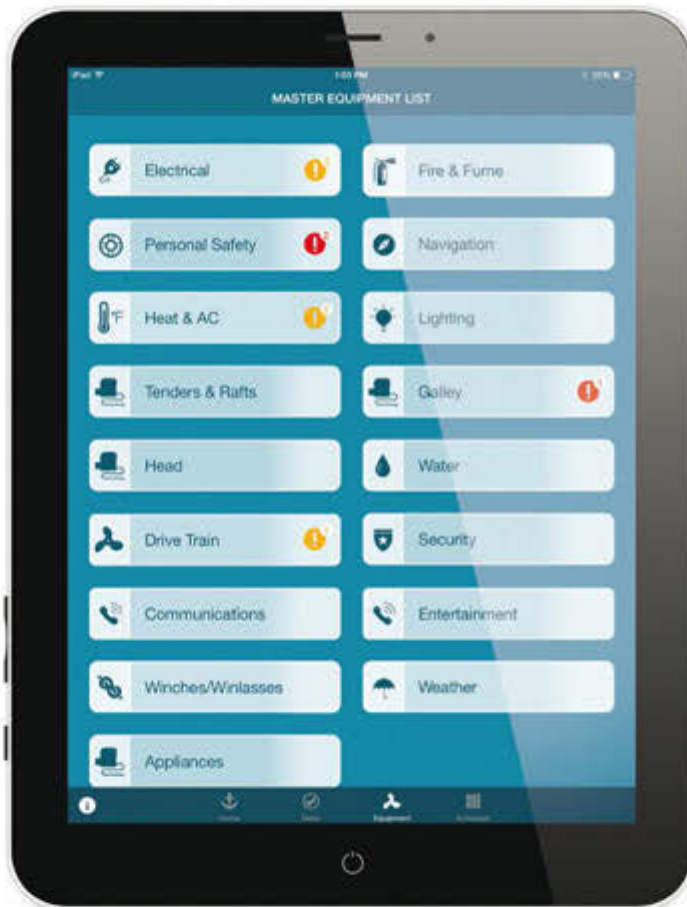
I have thought a lot of people were naive to get into the boat business. Who remembers Hyundai, Hy-Lite, Maelstrom, Platinum, Shearwater, and Sterling? I do, because they are some of the failures within my portfolio. These men varied from stockbrokers to publishers to boat dealers and arms dealers, and were all successful businessmen in their own fields. But they seemed to just go blank in the presence of boats. The lust for the glamour and fame, which seems to be part of the boat business, displaced the rational minds that made them successful in the first place.

The siren call never ceases. There will be more. □

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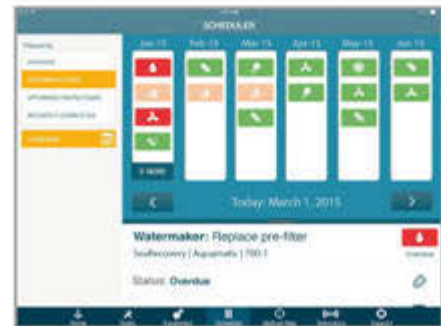
With all the sophisticated systems and equipment onboard today, your boat requires many inspection and service tasks each year to maintain warranty coverages and ensure proper operation—a perplexing challenge for you and your service providers. VesselVanguard presents, manages, and tracks all your boat's requirements online and in our advanced iPad app, with innovative features like Drag & Drop Scheduling and interactive deck maps. Learn more and subscribe today at vesselvanguard.com.

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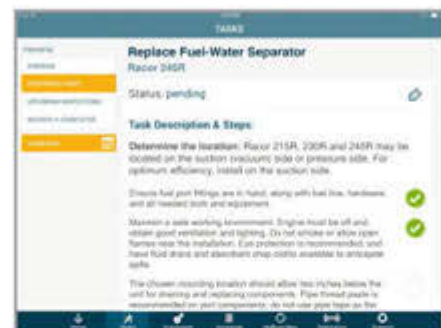
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EXPOSURE



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Go Fourth

The smell of charred hamburgers and hot dogs mixes with the scent of suntan lotion as it wafts across the marina. Ice-filled coolers rattle with each labored step you take towards the boat. With a bit of luck, you cast off the lines just before flocks of folding-chair-lugging landlubbers envelope the shore. After an afternoon of cruising, the sun finally sets. Sweatshirts and blankets are produced to ward off the chill that descends upon the water; the show is about to begin. A loud crack and crackle pierce the silence as fireworks explode against a night sky. Fireworks are followed by the inevitable ovation of blaring horns. You could tell us there is a better way to celebrate Independence Day than on a boat, but frankly, we won't believe you. Enjoy the day and share your photos with us at www.pmymag.com.



July 4: The Sunshine State has more than 30 locations to watch major fireworks shows from your boat including: Apalachicola, Cape Coral, Fernandina Beach, Ft. Lauderdale, Jacksonville, Key Biscayne, Lake Worth, Miami, Palm Beach, Stuart, and Tampa.

GREAT



EXPECTATIONS

AZIMUT ACCOMMODATES COMFORT, SPEED, AND STYLE IN THIS NEW 50-FOOT CRUISER. BY ALAN HARPER



Juillet 4 – 5:

Those cruising in Canada this month (July is a great time of year there) should try and visit **Quebec's** La Fête du Nautisme, (French for *Boating Festival*). From new boats and gear, to watersport events, this event should be **très bon!**

What do we want in a 50-foot flying-bridge motoryacht? I don't know about you, but I find that's a pretty easy question to answer, because I want the same as I want in any other boat, whether it's a 25-footer or a 75: a comfortable interior, respectable performance, and a certain sense of style. The question is always how much of each of these the designers and engineers can provide before the inevitable size-related compromises kick in.

This is why a 50-footer is such a challenge for boatbuilders. In theory, it's big enough to have genuinely comfortable interior appointments, with no sense of being short-changed by limited length and beam. But it's also small enough to benefit from favorable power-to-weight characteristics, and offer a lively turn of speed with handling to match. And crucially, a 50-footer is big enough to be noticed. At that size it's not going to be able to hide in a corner of the marina—this is a yacht that makes a statement. It cost you a lot of money. It has to live up to expectations—not just yours, but everybody else's. A 50 has to be able to do it all.

So, no pressure, then. Styled by Stefano Righini, Azimut's new middleweight contender certainly looks like it means business, with its tinted mirror glass and huge flying bridge tipped with space-age fins. A hydraulic swim platform is standard, as is a luxury-oriented three-cabin layout, and the yacht has been designed around a pair of powerful 670-horsepower Volvo D11-670 diesels, promising hot handling and a nifty turn of speed. Resin-infused lamination saves weight and adds stiffness to an efficient and easily driven Pierluigi Ausonio hull with a 12-degree deadrise aft.

The 50's three-cabin layout, with its lower-deck galley, places the emphasis on the master and VIP. Inevitably the third cabin is on the small side, but its bunk berths are full length, if not full width, and there is a plentiful 6 foot 7 inches of headroom in the entrance area. The open-plan galley, meanwhile, has an abundance of light and standing room, not to mention a useful opening porthole and a pretty good volume of stowage.

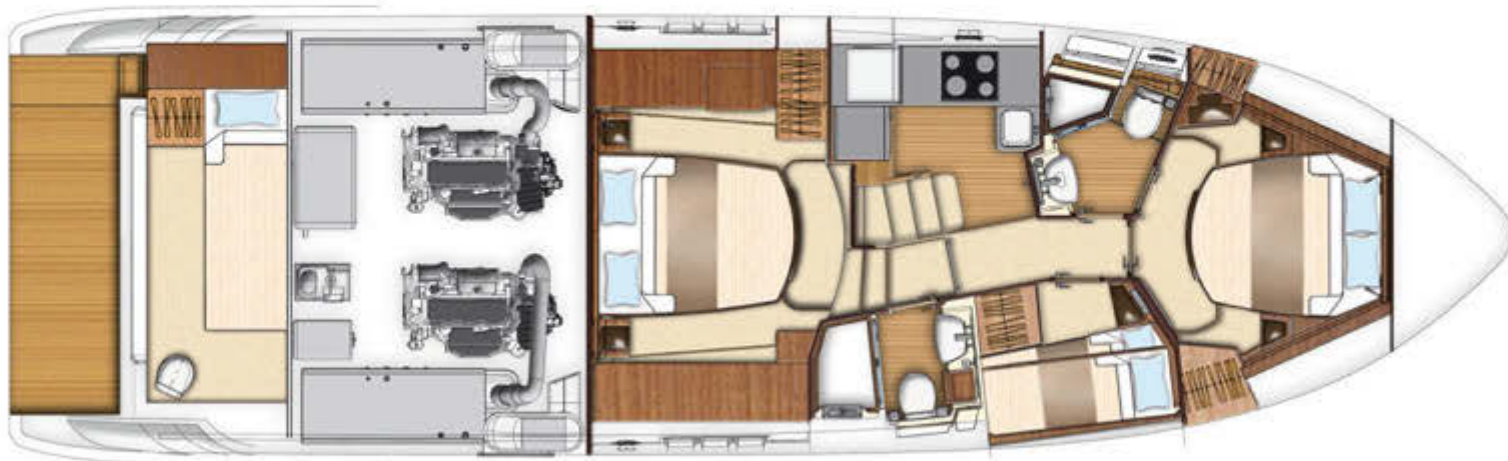
The master stateroom is an impressive full-beam suite set deep into the hull amidships, with generous windows, a roomy head compartment, and a full-size, low-level berth. While headroom down here is complicated by the multitude of shapes in the main deck molding above, there's still 6 feet 4 inches in the areas where it matters. Azimut takes detailing and fit-out seriously, and the beautifully crafted slide-out vanity unit on the port side of the master suite is a prime example.

Up in the bow the VIP is less spacious than the master, but not uncomfortably so, and it is equally well endowed for stowage—both here and amidships the big double berths lift on gas struts to reveal veritable caverns beneath, while there are numerous additional lockers, drawers, and cubbyholes. Although headroom is an inch or so less in the VIP than in the master suite, it doesn't feel restricted. The forward head, with its roomy shower compartment, has en suite access to the VIP, and also doubles as a dayhead.

Putting the galley on the lower deck creates space for a comfortable raised dinette opposite the helm, offering excellent views. Those main-deck windows are not quite as massive as they look from the outside. In fact they comprise several separate panels, with sturdy fiberglass supports in between. Yet the overall effect is spectacular, helping to create an unusually bright and comfortable deck saloon, with its discrete seating areas and the option of a sofa-bed conversion on the starboard side. The 50's interior is the work of Carlo Galeazzi, Azimut's usual interiors man and in my opinion one of the best in the business. The living spaces are beautifully realized with contrasting tones and textures, and

Nap time anyone? The master rivals any boat in this class (right). The VIP (below) benefits from an overhead hatch.







lots of pleasing detail. A few more handholds would be useful, though, along with fiddles for the tables and galley surfaces, to help keep your food and drink where it belongs.

A spacious cockpit, protected by the long overhang of that enormous flying bridge—which covers some 200 square feet, according to Azimut—is complemented by an equally generous foredeck seating area, with a separate sofa and sunbed. An optional crew cabin, which might be short on headroom but makes up for it with an excellent berth, can be installed in the space beneath the cockpit sofa. There is consequently no tender garage, but the hydraulic platform can handle tenders up to 10 feet 6 inches long that weigh as much as 770 pounds.

With the generator aft, the engine room is tightly packed, but remarkably well organized and soundly outfitted. The motors are well

spaced and mounted flat to ease servicing access, driving through V-drive gearboxes. There are no alternative engine options: The 50 is designed around the D11s, and they provide a superb match for the hull. Acceleration is effortless and, in the mid-rev range, remarkably rapid. Torque where it's needed helps make this a brilliantly responsive driver's boat, helped by taut, lively steering and an instant, enthusiastic helm response. It's a much more enjoyable drive than any family flying-bridge boat has any right to be.

The minimum planing speed of 16 knots, with a little trim-tab assist, ensures a versatile and practical speed envelope for cruising, and from here on up to 28 knots the 50 returns pretty good fuel efficiency and useful range. A top speed of over 32 knots with a full load of water and a one-third load of fuel exceeded Azimut's initial perfor-



The upper living space is split into a "living room" area with the settee abaft the dinette. Note the double helm seat to starboard.

mance estimates, as well as my own. The 50 really proved to be great fun on the water.

So, what do we want from a 50-footer with a flying bridge? Everything, naturally, within reason—comfort, speed, and style—and Azimut's latest contender does a terrific job of delivering on that impossible promise. It's only in the third cabin where any sense of compromise creeps into the equation. In all other areas the 50 provides the complete package. To turn the question on its head, what 50-foot flying-bridge yacht do we want? I don't know about you, but I find it a pretty easy question to answer: This one will do very nicely, thank you. □

MarineMax, 888-429-6812; www.azimutyachts.com



RPM	KNOTS	GPH	RANGE	dB(A)
750	6.6	2.91	1,187	66
900	8.4	6.08	685	72
1200	10.5	14.79	371	71
1500	15.6	28.79	282	75
1800	20.8	39.89	272	75
2100	28.5	54.42	272	76
2450	32.3	69.74	241	78

LOA: 52'1"

BEAM: 15'1"

DRAFT: 4'0"

DISPL.: 51,808 lb. (full load)

FUEL: 581 gal.

WATER: 156 gal.

TEST POWER: 2/670-hp Volvo D11-670 diesels

OPTIONAL POWER: none

TRANSMISSIONS: ZF 325-1 IV, 2.037:1 gear ratio

PROPELLERS: 29 x 55 4-blade Nibral

GENERATOR: 13-kW

WARRANTY: Structural/osmotic blistering 5 years; Limited 1-year "bumper-to-bumper."

BASE PRICE: \$1,330,000 (CIF Miami - duty paid)

PRICE AS TESTED: \$1,445,000 approx.

TEST CONDITIONS: Air temperature: 79°F; humidity: 57%; seas: 1-2'; load: 185 gal. fuel, 145 gal. water, 7 persons, safety gear only. Speeds are two-way averages measured w/ Raymarine GPS display. GPH taken via Volvo display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: Crew cabin; hardtop; Miele appliances; Raymarine Gold package; hull paint; teak decks; Xenta joystick maneuvering system; flying-bridge furniture; 42" and 32" TVs in saloon and master; gangway (prices upon request).





August 22 – 23

If polished mahogany is your vice (you're in good company), you might consider checking out the Antique & Classic Boat Festival in **Salem, Massachusetts**. Besides a flotilla of boats from the early 1900s, some captains and crew sport vintage attire and really get into character, making it a kid- and boat-nut-friendly event.

CLASSIC MEMORIES

FOREST E. JOHNSON BUILT THOUSANDS OF STILL-POPULAR CLASSIC WOODEN POWER-BOATS, MANY EMBLAZONED "PROWLER." JOHNSON'S FAMOUS MARINE PHOTOGRAPHER SON PAYS TRIBUTE TO HIS DAD, HIS DAD'S BOATS, AND THE EARLY DAYS OF MIAMI BOATBUILDING.

BY CAPT. BILL PIKE

It was a simple plan. Forest Johnson, one of the biggest names in the marine-photography biz, would drive north to Orlando from his home in Ft. Lauderdale with the archival material we'd been talking about for weeks. I would simultaneously head south from the ol' ranchero in Tallahassee and meet Johnson at noon in the lobby of Orlando's J.W. Marriott Hotel, where we'd kick back, enjoy a sandwich, look the archival stuff over, and talk about Johnson's boatbuilder dad, Forest E. Johnson. With luck, a story would result, focused primarily on a series of classic wooden powerboats built by Forest E. between the late 1940s and the late '60s, each distinctively designated "Prowler."

"Hey Forest," I yell, spying Johnson in the Marriott's parking lot, heading for the hotel with folders of black-and-white photography stacked atop a giant cardboard box full of old newspaper clippings. I grab the folders to be helpful and we proceed into the palatial lobby where we commandeer two comfy chairs and a giant coffee table.

The first photo off the top of the stack shows Forest E. in Key West in 1918, rail-thin, darkly tanned, awkwardly holding a trophy he'd just won racing the first raceboat he'd ever built, an 18-foot outboard-powered speedster called *All-Cat*. He's got a young, but steely, hardscrabble look to him, and huge hands, blackened with grime and grease. The hands of a mechanic, obviously.

"He was born in Key West in 1899," says Johnson, leaning in more closely, "so he was probably 18 or 19 years old when this picture was taken—he had to quit school in the fourth grade to support the family after his father died. For most of his life, his good friends, the ones who knew him well, called him Conchy—you know, because he was a Conch. Originally from Key West."

I examine more photos as Johnson continues his story. Forest E., he says, began learning the boatbuilding trade from local shipwright Ronny Watkins and, thanks to the races he was winning in the boats he was building, a customer base rapidly materialized. In 1921, the young man moved his shop north to Coconut Grove, calling it Forest E. Johnson Boat Works. The die, as they say, had been cast.

Bulletproof Plate

One of the genuine American catastrophes of the early Twentieth Century was the ill-conceived constitutional amendment that, in 1920, banned the manufacture, sale, and transport of booze. But by the time Prohibition ended in 1933, Forest E. had hit the big time—his reputation as a builder and racer of super-fast, super-tough, super-seaworthy boats was known far and wide.

"This one shows another side of my father," says Johnson, handing over an 8-by-10 glossy with frazzled corners. It shows a transformed Forest E., standing in a posh, socially sophisticated setting, his elbow against a mahogany bar, glass in hand, his tailored suit augmented with a crisp tie and a fashionable pocket handkerchief. He looks a little like a movie star. "Running rum from Bimini into Miami," adds Johnson, "was illegal, but building boats for rum runners was not."

Cash money always sealed the rum-runner deals—Forest E. never built a boat on spec. A guy would show up with roughly \$2,000 as a deposit (serious money during the '20s), list the modifications he needed, and then come back a couple of months later to hand over another pile of dough and take delivery on a brand new Forest E. Johnson Cruiser. The modifications were often extreme, pushing design concerns like weight, horsepower, balance, bottom design,



All-Cat was the first raceboat Forest E. Johnson built. He built his first boat much earlier, when he was 14 years old.

and seaworthiness to reality's ragged edge, including as they did capacious carrying capacities, low profiles, top speeds in the open ocean of 40 knots or more, and inwales layered with bulletproof steel plate.

"You'd hear about a big run somebody'd made—you know, a success," says Johnson, handing over a photo of a gleaming white cruiser rocketing across the waves, her nose slightly raised, "and in a day or two, when my dad got home from work, there'd be a case of top-shelf stuff at the back door. Very popular with friends and neighbors, of course, although in the early days my dad wasn't much of a drinker himself."

An Absolute Classic

I feel compelled to tell Johnson a quick story of my own. It begins at some point in the distant past as I strolled through a marina in Jacksonville, Florida, just lookin' at boats. Close to calling it quits for the evening, I caught the glint of a perfectly proportioned, masterfully varnished trunk cabin just a few slips farther on. I picked up the pace and soon stood at the transom of a rehabilitated wooden vessel that was utterly transfixing. A chrome nameplate on the cabin, just abaft a row of rectangular ports, proclaimed "Prowler."

"She was one of the prettiest boats I think I've ever seen," I enthuse, holding a particu-



In the midst of a race (probably during the 1920s), one of Forest E.'s earlier race boats, number 1E (above), shows evidence of the sinuous sheerline that would later grace most of the Prowlers. Workers gather in the woodshop (below) at Johnson's facility on the Miami River.





Prowl through more pictures of Forest E. Johnson's boat building career at www.pmymag.com/july15.



With his wife Heidi to his right, Forest E. (above) poses with a group of Pan Am flight attendants on the foredeck of one of his boats. The Prowler with the trunk cabin (below) was a very popular model. Base price for a 26-footer with twin 110-hp motors was \$14,000 in 1960.

larly representative photo up to illustrate, "...an absolute classic!"

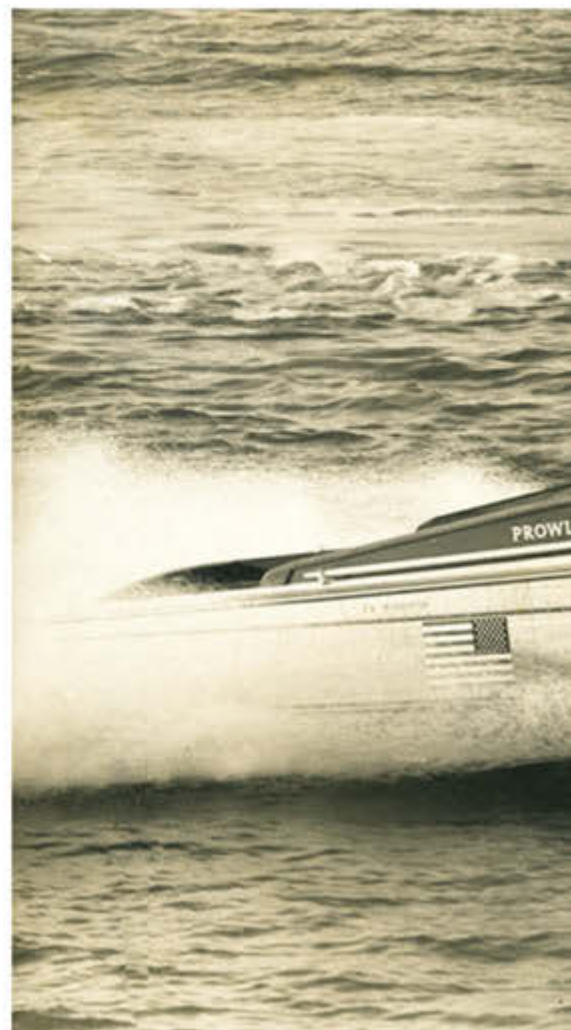
Forest E. built boats a certain way, Johnson explains. And although the first Prowler wasn't officially launched until 1948 (just a year after Forest E. married Heidi Tutwiler and took her on a boat-racing honeymoon), virtually all the vessels he built during his lifetime, whether for rum runners, government agencies charged with chasing rum runners, politicians, businessmen, movie stars, or racing enthusiasts, shared several characteristics.

"They had very stout, mahogany-batten-seam, white-cedar hulls," Johnson says, "with bolted mahogany frames. The cedar planks were fastened with silicon-bronze screws and then plugged. A 32-footer would have had about 30,000 screws. I still have boxes and boxes of them in my garage, believe it or not, along with all kinds of other stuff that my dad used to build boats. I've got all his racing trophies, too—hundreds of them."

The Prowler's Reign

Johnson and I continue going through old





Forest E. (above) had a sophisticated side. The famous Jacobys (above right), a mother-and-daughter team, used a series of Prowlers during the '60s to successfully challenge the male-dominated realm of offshore racing. Forest E. (below, right) congratulates his friend Howard Hibbert (left) after Hibbert won a 9-hour endurance race in a 19-foot Prowler Jr.

photos, admiring Prowler (and Prowler Jr.) race boats, Prowler cruisers, and Prowler sportfishermen, most of them graced with a signature high bow (to better deal with headseas), a relatively low transom (to facilitate bringing fish aboard), and a wonderfully sinuous S-curved sheerline.

"He almost never put a set of boat lines on paper," says Johnson. "He'd just draw up a profile and a layout. But while he had no formal training in naval architecture, he knew what worked—mostly from racing. One time, I think he won 10 races in just one day! I mean, he loved it—just loved it."

Love is a compelling and attractive quality. At the height of the Prowler's popularity, the list of Forest E.'s friends, acquaintances, and clients included celebrities like Marilyn Monroe, Sam Snead, Don Aronow, Sam Griffith, Ernest Hemingway, and even

the president of the United States, Richard Nixon, who once dialed up during a brief economic downturn to assure himself that his favorite boatbuilder was okay.

"Look at this," says Johnson with a grin, handing over a photo of a striking young woman in a bathing suit being towed on a slalom ski behind a twin-engine 26-foot Prowler with Forest E. at the helm. "He towed Delores Kipple 200 miles all the way from Miami to Nassau—set a world waterskiing record. The black bathing suit reduced chances of attracting sharks and barracuda in case she fell. The bottom of the ski was painted black, too."

End of an Era

The last few photos we look at feature Forest E. himself, rather than the boats he built. And as we sort through Johnson and I talk





about a lot of things, among them how his dad's life came to a close. Forest E., emphasizes Johnson, was first and foremost a wooden-boat man. When the demand for fiberglass came in the late '60s, he opted to try the stuff but loathed it.

"With reluctance, he did two fiberglass Prowler models," says Johnson. "One was a 32-footer and the other a 23-foot runabout."

In addition to the gloomy shift from fragrant cedar to smelly polyester, Forest E. had to also contemplate a shift in leadership. As the '60s transitioned into the '70s, the large, big-city facility he now occupied on the Miami River underwent an especially poignant transition, becoming Forest E. Johnson & Son.

"But it really didn't work out," says Johnson. "I remember one night in particular—my dad must have spent two hours trying to explain to me why shaft angle was so important, how it could make or break an inboard boat's performance. But heck, I was 14 years old at the time—my mind was on other things. Today, I frankly don't remember any of it. Which is one of my greatest regrets, I'd have to say."

A classic impasse had arrived, the same one that many, if not most, fathers must eventually confront. Forest E. wanted his only son to take over a business he was deeply passionate about, but the young man had a different direction in mind, thanks to a hand-me-down Polaroid camera. After Forest E.'s death in 1971, Johnson and his mother kept the Miami enterprise going for another five years but, at length, the energy crisis of 1976 (which made polyester resin virtually impossible to get), coupled with the increasing popularity of the deep-V hull (versus the Prowler's flatter, shallower-draft design), forced them to let go, painfully but inevitably.

"I became a professional photographer," says Johnson, with a grin. "And, as you know, a deeply passionate one."

"Like father," I add, with a grin of my own, "like son." □



Heidi, young Forest, and a proud Forest E.

Modular sofas on the aft deck allow you to go from reading a book by yourself one minute to sprawling out on a sunpad the next. Move the furniture aside and you have room for an optional 21-foot diesel-powered SACS tender beside the 3,000-pound Opacmare crane.

Mother Load

BESIDES ENVELOPING HER OWNERS IN LUXURY ONBOARD, THE **OCEANIC 90 EXPEDITION YACHT** IS DESIGNED TO ACCOMMODATE FUN ACTIVITIES OFF THE BOAT AS WELL. **BY ALAN HARPER**

Remember your first boat, and how much fun you had? And how small it was? And how that didn't really matter? It isn't just nostalgia. Okay, maybe it is, but there's still a correlation between boat size and enjoyment, because while you'll probably have fun on a superyacht, you'll definitely have fun on a RIB, or a PWC. This is why superyachts are always so well equipped with tenders and toys, and it's why "shadow yachts" are becoming increasingly popular. Some owners just can't get enough of tenders and toys.

It's also the guiding principle behind Oceanic Yachts, whose first project, the distinctively profiled 90 STS (Straight Shaft, as opposed to pod drives, an upcoming propulsion option), has caused quite a stir. "This is a platform for fun, that's all it is," proclaims Michel Karsenti, the Frenchman behind the new company. "The concept is to be able to carry as many toys and tenders as you want—you've got the deck space of a 40- to 50-meter."

But, we were soon to discover, there is much more to this yacht than mere carrying capacity. Contract-built by the Italian shipyard of Canados, at the mouth of the Tiber River—Oceanic plans to open its own premises nearby later this summer—the 90 is a hy-

brid concept intended to appeal to owners who want a tender fleet worthy of a superyacht, but not necessarily the superyacht itself. Described as a "sports utility vessel" by the shipyard, the Oceanic has plenty of fuel capacity and a useful cruising range.

Its recommended maximum tender load is 3 tons. The deck can take a 21-foot RIB along with numerous smaller boats, while the aft tender garage is tailored for two PWCs, and there is a 400-gallon water-ballast tank mounted right aft to help maintain correct trim when running light.

To carry all this weight, the Oceanic 90 has a remarkable and unusually beamy hull designed by Giuseppe Arrabito, which was tested in the 1,500-foot towing tank at the INSEAN national research institute, outside Rome. If, like me, you thought drag-cheating hull steps were just for raceboats, think again: the Oceanic 90 has a two-step hull, the after one ventilated with exhaust gases which, in addition to reducing skin friction in the planing mode, introduce aerated water to the propellers at transitional speeds. The idea is apparently to help the props spin and ease the load on the engines, allowing them to bring their full torque to bear when heaving the



A V-shaped sunpad on the bow should be protected from salt spray while underway thanks to exceptionally high bulwarks.

heavily loaded yacht up onto plane. Once planing, water flow diverts gases around the propellers.

It might sound a little like science fiction, but it seems to work. On our sea trial, a moderately loaded 90 with the standard CAT package, no tenders onboard, but plenty of fuel, water, and people, leapt onto plane like a speedboat, proved surprisingly agile and responsive to both helm and throttles, and posted a top speed of more than 25 knots. Equally impressive was the yacht's willingness to plane at a relatively economical 16 knots, while for long-range passagemaking at displacement speeds it felt, for a planing yacht, unusually steady and comfortable. That's not just a happy accident—the hull was designed not just for speed and load, but for long-range passagemaking too, with those steps cutting volume out of the hull's aft sections and reducing the buoyancy of the stern.

"We wanted to reduce buoyancy aft, to be able to run the boat at low speed with handling that would be as close as possible to a typical displacement hull," Karsenti explains. Reducing speed from 18 knots to 12 doubles the yacht's cruising range.

If you want more speed than the standard engines provide, there is the option of 2,600-horsepower MTUs. And if you want to carry even more tenders, pod drives are also available. The engines with the latter package are mounted well aft to make room for an additional tender garage, with a hull door on the starboard side and the capacity for a second 21-foot RIB. The prototype Oceanic 90 had no stabilizers fitted—although Seakeepers are featured on the options list—and with its 23-foot beam it really didn't feel like it needed any. Future yachts will be built with a lighter, Kevlar superstructure, which will lower the center of gravity and further improve stability.

With its hunched, workboat profile, radical naval architecture, and uncompromising load-carrying abilities, not to mention its capacious, big-ship engine room, the Oceanic looks like a specialized working platform that shouldn't be much good at anything else. But this isn't the case. The tender capacity of the 90 might well appeal to owners of bigger superyachts, but step inside and you'll find an interior with its own superyacht aspirations.

Although the side decks are wide, safe, and seamanlike, the yacht's broad beam still allows plenty of space for an impressive deck saloon, with gently reflective satin-varnished hardwood flooring, a formal dining table forward, and a spacious seating area amidships, opposite a mahogany-topped sideboard. Large, rectangular windows and a glass cockpit bulkhead offer superb views, and even when the aft deck is taken up with tenders, there is still plenty of room under the flying bridge overhang for a full-sized alfresco dining table.





August 27 – 30:

The North American Demo Boat Show in Cedar Point, Ohio, not only features 40 boats available for a test drive, but retired military craft, a powerboat simulator, and a unique kayak experience.



LOA: 89'10"

BEAM: 23'0"

DRAFT: 6'7"

DISPL.: 98 tons (full load)

FUEL: 2,378 gal.

WATER: 396 gal.

STANDARD POWER: 2/1,925-hp Caterpillar C32 ACERTs

OPTIONAL POWER: 2/2,600-hp MTU 16V 2000 M94s

TRANSMISSIONS: ZF BW-3050A, 2.75:1 gear ratio

PROPELLERS: 42.28 x 47.24 Dedra Nibral

GENERATORS: 2/28-kW Kohler

WARRANTY: Two years on hull and superstructure

CLASSIFICATION: MCA SCMV, CE Class A

PRICE: Upon request

Modern and comfortable are two adjectives that don't always go together when discussing interior design, but both were achieved aboard this yacht thanks to collaboration between Oceanic's in-house design team and the owner. Gray oak and Wenge are seen throughout the saloon and note: there are no sharp edges to bump into when underway. That's smart design.



RPM	KNOTS	GPH	RANGE
1000	10.4	20.08	1,108
1250	12.0	38.30	671
1560	14.2	77.14	394
1760	16.4	101.97	344
2000	21.0	148.46	303
2275	24.1	177.00	291
2315	25.5	198.66	275

TEST CONDITIONS:

Air temperature: 73°F; sea temperature: 73°F; humidity: 48%; barometric pressure: 1022mb; seas: 1'; wind: 5-7 knots; load: 1,300 gal. fuel, 396 gal. water, 20 persons, 500 lb. gear. Speeds are two-way averages measured w/ Furuno GPS display. GPH taken via Caterpillar display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.





Belowdecks the layout is conventional enough, with a fair proportion of the available volume dedicated to the midships crew cabins and galley, with their own access on the port side of the saloon. A forward companionway just aft of the wheelhouse leads down to the guest accommodation: a symmetrical pair of en suite twin cabins, with excellent headroom, full-size berths, and big hull windows, and up forward a VIP suite that feels roomy and well proportioned, with plenty of useful stowage.

Topside, where the designers probably hoped the wheelhouse would go, the owner of this particular yacht has installed his master suite. It was an inspired decision. With windows on all sides and an excellent, secluded private deck, this is a spectacular, elevated living area with such character and panache that you'd be

lucky to find its equal on a yacht twice this size. Headroom is 6 feet 8 inches, the berth is enormous and even the head has commanding views. It's fabulous enough on its own to make the Oceanic 90 stand out from the crowd.

But, clearly, this is a vessel with plenty more going on. Its performance capabilities, its useful range of cruising speeds, its intelligent and versatile hull design, and above all its excellent carrying capacity make it one of a kind. Add to these attributes a luxurious interior that includes a truly memorable master suite, and the Oceanic 90 redefines the idea of fun. □

**Oceanic Yachts, + 00 39 06 5633 9732;
www.oceanicyachts-shipyard.com**



Night of Madness

PART 1: AN INTREPID YACHTSMAN DECIDES TO STAY ABOARD DURING A HORRIFIC, FREAK STORM AND LEARNS SEVERAL IMPORTANT LESSONS.
BY DANIEL SIPES



It's a Sipes family tradition to take our 34-foot Meridian *Tamara* from Mission Bay Yacht Club in San Diego to Avalon Harbor, on Catalina Island, after Christmas and stay through New Year's Day. New Year's Eve on Catalina is popular thanks to many social events, including a black-tie affair at the Catalina Casino. Of course, we're not the only ones who enjoy this tradition. The number of boats in Avalon Harbor swells into the hundreds at this time of year.

On December 30, 2014, the weather forecast called for cool northeasterly winds, between 5 and 15 knots. A weather forecast for northeasterlies always raises concerns at Avalon because it may presage a Santa Ana, a kind of storm that typically occurs when on-shore winds switch to warmer, more powerful offshore winds and the protected anchorages of the islands become exposed to them, sometimes with hurricane force. I have been through such storms while boating at Catalina and in the northern Channel Islands. Twice they have been so severe that the harbormaster called for everyone able to leave the anchorage to return to the mainland or seek alternative shelter. Once I rode out a Santa Ana in Santa Monica Bay. It was an exciting night for sure, with strong, warm winds and steep seas but my Cal 25 sloop handled it well. However, this time around, the weather forecast called for cool, mild winds, not warm, and there was nothing about seeking alternative shelter.

Avalon harbor has several hundred mooring buoys. Moorings for larger boats are amply spaced and on the outer edges of the mooring field. Moorings for smaller boats like ours are more densely packed and located toward the back of the mooring field. Some moorings are more exposed to Santa Anas than others. When we got the weather report we were on buoy 103, which would have been very exposed to the wind and waves, so I requested that we be allowed to move to a spot that was closer to the inside of the harbor. I was told that, while there were no "good" moorings still available, buoy 62 was open. This buoy was only marginally more protected and was in shallower water and closer to the seawall—not good if the seas were large and breaking. Still, I elected to move to buoy 62 because of its potential to be slightly more sheltered from the predicted wind direction. Because the forecast was for mild winds, I told myself, we were really only talking about comfort, not survival.

We decided that it would be best for my wife Tamara and the kids to move to a hotel ashore so they could get a good night's rest. We took our dinghy dockside in calm weather at about 5 o'clock that afternoon, had dinner at Antonio's Pizzeria & Cabaret, and then checked into the Glenmore Plaza Hotel. I spent some time with the family, said good night, and left for the dinghy dock at about 8 o'clock. While walking back I noticed a cold wind was up, well beyond the 5 to 15 knots that had been predicted, and the seas were already rough.

Four Dollars Is Fine

The ramps to the dinghy docks had been hoisted when I arrived and the docks themselves—with my dinghy attached—were already being towed away from what we call the "Green Pier" to a safer place in the harbor. I recognized the guy leading the operation, Brian Bray, who I've known as the harbormaster for many years.

"Hello," I said.

He turned to me, looking frantic, and replied, "This wind just came up in the last 20 minutes!"

From his expression I inferred that he was surprised by the intensity of the wind. The worker riding on the now-free-floating dinghy dock yelled at the tow-vessel operator, "Go, go, go!"

I told Brian I had just dropped my family off at a hotel and needed to get back to my boat. He pointed to the yellow vessel coming in to

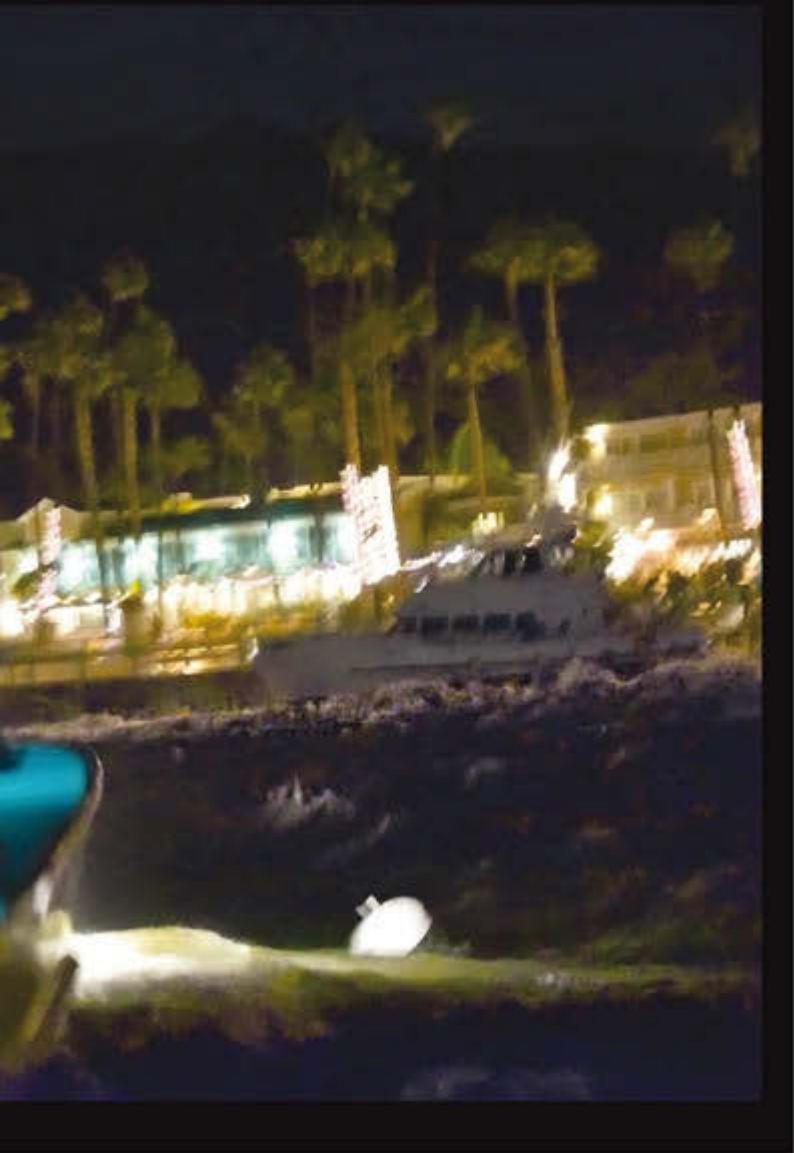
Help!
We are breaking up!
Our boat can't take this!
It's coming apart!
Help us!



drop off a woman and suggested, "Try the shoreboat." I went down to the dock and immediately hopped aboard. The shoreboat operator just stared blankly at me as I told him about needing to get back to *Tamara*. "Well," he said finally, "That was gonna be my last run. It's too dangerous. But I'll do one more. Exact change only—four dollars and fifty cents." I told him I had four singles or a twenty. "Tonight," he replied, "four dollars is fine." He brought me to my boat and wished me good luck.

The wind was now blowing maybe 20 knots and the seas in the harbor were increasing—I figured they were 4 to 5 feet high and very steep, arriving every 5 seconds or so. I tuned my VHF radio to the working channel for the harbor patrol. From the traffic I heard, I determined that Baywatch Avalon had one or two boats in the harbor on standby in case the situation worsened, although one of them had a mooring line wrapped around a propeller and was therefore temporarily out of service. The Baywatch guys were trying to free it.

Boaters were also on the radio asking to be taken off their boats, although the shoreboat had stopped running. The harbor patrol



uniformly responded that they were trying to secure the harbor but would get to the evacuation requests as soon as possible. *Catallac*, a 50-foot catamaran-type party boat, asked for assistance with doubling her mooring lines. She was in the outer harbor, and it was a very good idea to do this. The harbor patrol helped them. So now *Catallac* had two lines securing her bow and two securing her stern.

The ride was rough in the harbor. On my boat, items were falling from the shelves. I was tidying up and securing things when I heard a loud bang on the bow. I looked through the saloon window to see our standup paddleboard, which I had secured earlier, hanging over the side and held in place by little more than a Velcro ankle strap around a stanchion. I got a line and went forward to hoist the thing back aboard and tie it down more securely. Then I went back into *Tamara's* cabin.

The Madness Begins

It was dark, but I could still make out the other boats in the anchorage. I noticed an 8-foot Zodiac inflatable with a small outboard literally flying from the stern of a sailboat and wondered how much

wind might be necessary for such a thing to occur. Thirty knots? 40? Then I heard, "Avalon harbor patrol, I am off my mooring! I need help!"

Avalon harbor patrol responded, "We are on our way but still towing the dinghy dock. We will get to you as soon as we can."

Baywatch chimed in, "Our prop is still wrapped—we have a diver in the water."

I went up to the bridge and saw the free-floating boat in the distance, banging into other boats. Not long after, the harbor patrol arrived, put a line on the bow, and towed her to a calmer part of the bay.

I was becoming concerned, though—the seawall was only about 75 feet behind my boat. If the forward mooring line parted I would likely be in the breakers and smashed against the wall before the harbor patrol could arrive. I climbed down from the bridge and went up to the bow to check the line's attachment to one of the cleats. It looked okay. Earlier in the day, I had run a second line from another cleat to the eye of the mooring line and it looked okay too. By doubling up in this way, I figured if one cleat pulled out, the other might still hold.

But there was a problem nevertheless. The mooring itself was loose—its stern and bow lines, from the anchors below, were so close together that there was too much slack. This allowed my boat to get too close to the boats on either side and, worse still, it kept her from constantly facing directly into the oncoming seas. Instead, she would go somewhat sideways now and then, thus increasing the stress on the mooring lines when waves hit. My neighbor to starboard, onboard a 37-footer, placed his Achilles inflatable dinghy between our two boats and I also placed fenders forward.

I started my generator to top off my batteries and also cranked the engines. Then I felt a particularly large wave hit the boat—the bow snatched up all the way to the ends of the mooring lines. I heard a loud bang as the slack ran out and wondered if a line or lines had parted—I quickly took bearings and determined my boat was still fully secured.

King Neptune's on the Loose

Radio traffic intensified:

"Harbor patrol, we are free! We need assistance."

"Harbor patrol, we are free, too."

"Harbor patrol, we have sick people on board and need to be evacuated."

"Harbor patrol, we have elderly on board and need to get to shore."

"Harbor patrol, the captain is not on board, what do we do?"

"Harbor patrol, we have a person having an anxiety attack with shortness of breath. We need to be taken ashore."

"Harbor patrol, this is *Catallac*. We are down to one mooring line now and need assistance."

"This is the harbor patrol," the radio crackled, time and again. "We are trying to control loose boats right now. Others will have to wait."

At length, an unfamiliar voice on the radio blurted, "*King Neptune* is loose!"

I knew the massive *King Neptune* well, having performed a personal-best free dive (at the time) to 101 feet from her decks many years before. It was particularly concerning that she was adrift because she had been moored in the outer harbor and was a very large vessel—65 feet. She would do a lot of damage to the vessels in the inner harbor if she were pushed ashore by the rising wind and waves.



I watched from the bridge. *King Neptune* was moving through the harbor striking boats. These were glancing blows—causing damage but not threatening destruction. She was now essentially moving broadside to the waves and wind.

Then it appeared the midsection of *King Neptune* was going to hit a 40-some-foot trawler. I thought to myself that if she hit she would either break the trawler off the mooring and push her to the beach or actually push the vessel underwater and destroy her. Seconds later, she hit the trawler. I watched the pulpit collapse and *King Neptune* just seemed to hang up for a bit. Then a woman from within the trawler screamed into the radio, “Help! We are breaking up! Our boat can’t take this! It’s coming apart! Help us!”

By this time three harbor patrol boats were maneuvering around *King Neptune*. They put personnel onboard, secured a line at the bow, and towed the big boat off the trawler (which remained afloat miraculously) and headed for calmer, more protected water. But the towline parted. So they secured another line and started to tow but that line snapped as well. *King Neptune* once again was drifting through the anchorage and again hit the same trawler, this time a glancing blow. The harbor patrol repeatedly tried to take the immense vessel in tow but the lines would just break. Finally, someone who had somehow boarded *King Neptune* said on the VHF, “I’m trying to start the engines.”

The voice belonged to 39-year-old harbor patrol officer Timothy Mitchell—a New Zealander who had moved to Catalina in 2000 and had worked on this very boat as a SCUBA instructor. Before joining the harbor patrol, he’d also been a volunteer fireman. Get-

ting the engines going was the only hope for the boat, of course, but it was too late. *King Neptune* hit the seawall about 100 feet behind my boat, but more toward the Green Pier. The waves pounded and rocked her violently. A crowd gathered on land—now only feet from *King Neptune*. The stern of the big boat was very close to the steps that are used by swimmers in calmer times.

I heard over the radio, “Tim fell off the *Neptune* and is in the water!” I immediately hoped, as I’m sure everyone else did, that the young man could get clear and not be pulled under the boat by the tremendous suction that develops under such conditions. Many in the crowd ashore screamed and some gasped. Many turned away, but some leaned in further. I knew what had happened. □

Part II of this tragic tale will appear in the August issue of *Power & Motoryacht*.

Daniel Sipes is a lifelong boater who enjoys sailing, powerboating, fishing, SCUBA, and freediving/spearfishing. After graduating from California State University, Sacramento and UC Davis, his career took him to San Diego where, in his leisure time, he restored an old Seafarer 31-foot sailboat and sailed it solo from Mission Bay Yacht Club to Hilo, Hawaii, through the Hawaiian islands, and then back across the Pacific to San Francisco, and up to the Delta. In order to more frequently visit Catalina, he and his wife purchased a 34-foot Meridian powerboat in 2004 and make the trip several times a year with their children. He currently works as a biologist specializing in laboratory automation with Novartis Pharmaceuticals in San Diego.

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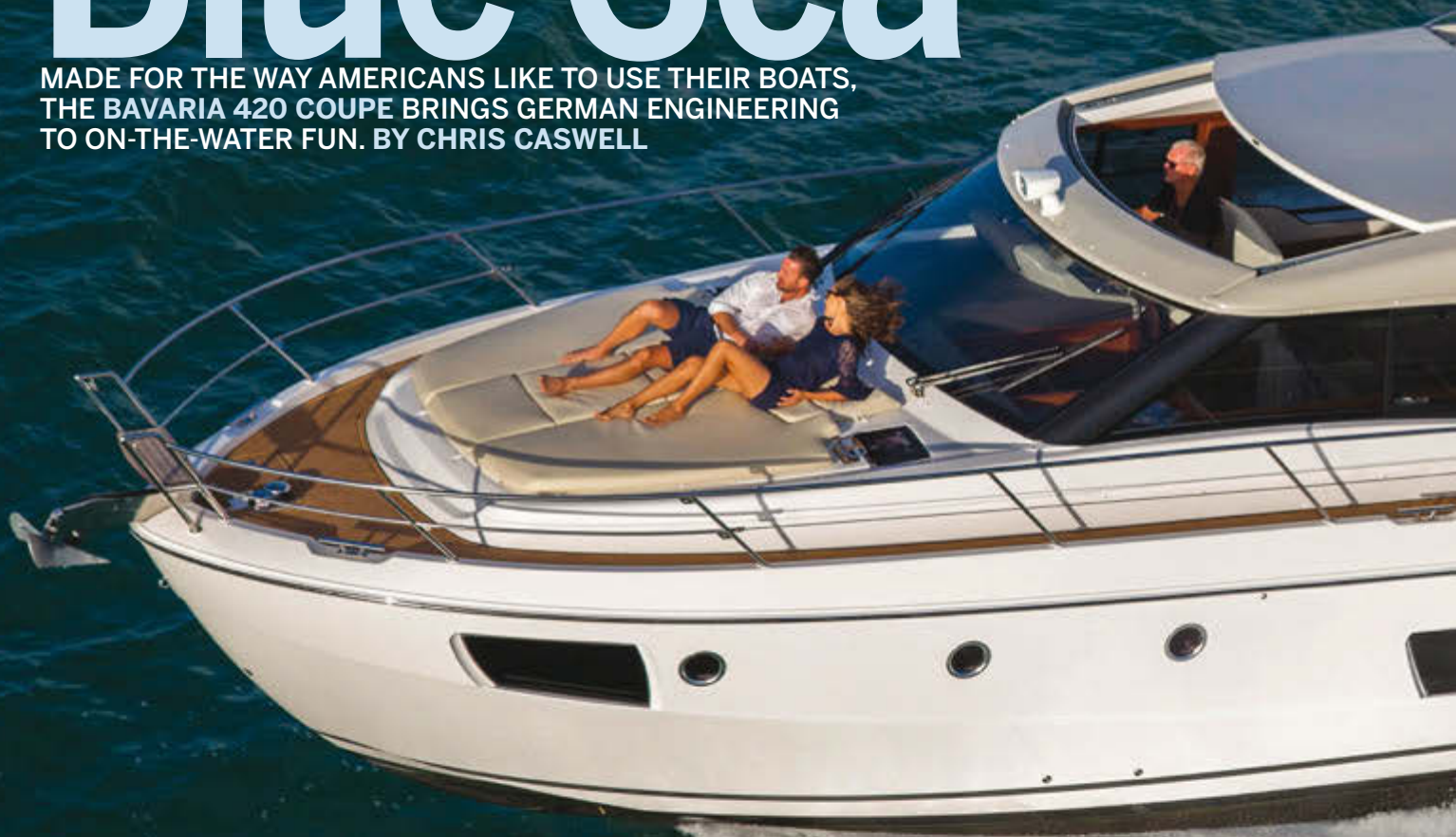
3657 San Remo Terrace. Known for its deep water and protected harbor, this is a SMART House with FPL Energy Efficient Certification. Our 7,425-square-foot home enjoys 160 feet of waterfront with two boat docks, a dock with two 50 AMP power stations, one boat lift, one twin kayak lift, saltwater pool, spa, and water slide. Wide plank maple floors, elegant trim, high detailed ceilings exude warmth, welcome, and quality. Our home offers media room with wet bar, home office, roof deck, library, five bedrooms, eight baths. It's all here. Offered at January 2015 appraisal: \$4,275,000.

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THE BAVARIA 420 COUPE BRINGS GERMAN ENGINEERING
TO ON-THE-WATER FUN. BY CHRIS CASWELL



LOA: 44'8"
BEAM: 13'10"
DRAFT: 3'8"
DISPL.: 24,250 lb.
FUEL: 317 gal.
WATER: 108 gal.
STANDARD POWER: 2/370-hp Volvo Penta IPS500s
TEST POWER: 2/435-hp Volvo Penta IPS600s
TRANSMISSIONS: Volvo Penta, 1.70:1 gear ratio
PROPELLERS: Volvo Penta P2 propset
WARRANTY: 2 years bow-to-stern hull and systems
BASE PRICE: \$650,563
PRICE AS TESTED: \$729,900



For a production build, the 420 Coupe offers owners a lot of custom options, such as hull color, flooring, interior veneer, and leather or Suntex upholstery with colors ranging from navy blue to "red wine."



Teutonic. It's a precise word.

It's not a smushy, wimpy word. It's crisp and disciplined. Tew-Ton-Ik.

It is, to many connoisseurs in the world, a synonym for engineering excellence, for design perfection, for the very symmetry of automotive superiority.

When word got out that the new Bavaria Virtess 420 Coupe was actually built in Bavaria, the news rippled through the cognoscenti universe. It's no surprise that the first viewers of the Bavaria 420 arrived in their BMWs, Mercedes-Benzes, Porsches, and Audis.

They already knew and understood the word. Teutonic. What they saw—the Bavaria Virtess 420 Coupe—did not disappoint. For once, a company motto is honest: Engineered To Enjoy.

But if you're thinking the 420 Coupe is assembled by elves somewhere in the Black Forest, think again. The Bavaria production line is arguably the most advanced in the world, and the company was the first to use robots and full automation for precise control in the largest boatbuilding plant in Europe.

If you're a sailor, Bavaria is a name you know well. The company, started in 1978, has built some 33,000 sailboats thus far and, if you're a European powerboater, you also know the name, since more than 6,300 Bavaria motoryachts now ply those waterways.

North Americans are becoming familiar with Bavaria as well, through several outlets that not only offer factory-direct pricing, but also full parts and service.

And, for those on this side of The Pond who have been frustrated by some overseas builders, every Bavaria yacht carries a two-year bow-to-stern warranty that includes everything from the engines to the microwave, drawer handles to the windlass. In addition, every boat headed stateside is "Americanized" from the electrical system to the size of the air-conditioning units.



The hydraulic swim platform is a smart spot for those looking to cool off without having to tread water. It can also support a 1,300-pound tender.



The 420 Coupe starts with a slippery hull from Italian designer Marco Casali, who also penned a pleasant profile accented by large windows surrounding the saloon and in the cabins. Build quality is world class, with Corecell foam sandwich construction and strictly metered vacuum resin infusion for maximum strength and minimum weight. A couple of nice touches I noticed: First, under every fitting (such as a cleat), an aluminum plate provides solid backing. Second, the bilge is finished to a high level and I give points for the company's tidiness in areas that are unseen.

I was also impressed by the way that bulkheads and stringers fit perfectly into place before being bonded. This is a direct result of the company's computer-driven precision that eliminates the wider gaps found on some boats.

When boarding, you'll want to stand in the cockpit for a few minutes to understand how cleverly it was designed. The DuraDeck teak sole and moving furniture is an upgrade included in the U.S. version, and it allows you to configure the cockpit seating and table into several arrangements easily. And I'm not talking about loose furniture that will be tossed about when underway; each structure is securely attached to a track. Slide things around and you have an open cockpit right to the swim platform, or you can create a dining area with a table for alfresco meals, or you can even produce aft-facing seating. Slick.

The saloon is open, thanks to the extra-wide sliding doors between it and the cockpit, and it's all on one level with no step to trip you. In fact, it's so open and flat that, if you were so inclined and had moved the cockpit furniture aside, you could run from the helm through the saloon across the cockpit and swim platform for a mega-cannonball.

At first glance the saloon seems surprisingly ordinary: dinette to

starboard, galley counter to port, helm forward. But beauty is in the details. Two hassocks reside under the table but, before you think your dinner guests have to crouch uncomfortably on stools, the hassocks morph into chairs with backs when needed. Other times, leave them as hassocks to prop your feet up while watching the pop-up TV. And a flat area just forward of the galley turns into a serving tray to carry your croissants and coffee for brunch in the cockpit.

Something else you won't notice immediately in the saloon, at least until someone pushes a button, is the huge overhead sunroof that, with the big side windows, gives the openness of a runabout.

It might be hard to grasp, but the 420 is a three-stateroom, two-head 42-footer. But before you think that some of the cabins are teensy, I can assure you that I'd put my mother-in-law in either of the guest cabins without a qualm. Well, without too much of a qualm.

Forward, the master stateroom has an island walk-around berth, a 4-drawer bureau, and two large hanging lockers the gentler sex is sure to appreciate. By the way, you can tuck a washer/dryer under the stairs for weekendening. The master has a pleasantly large private head to starboard with a full-size stall shower that sports a seat.

The port guest cabin is next to the dayhead, while guests in the starboard cabin have to nip across the lower foyer but, once there, they'll have a spacious head with another large stall shower. Both cabins are configured with twin berths, and both can have filler cushions to turn them into berths about queen-size. But here's the important point: both guest cabins have full standing headroom so you can pull on your trousers without having to scrunch over.

This is the 420 Coupe, so it has a single helm station, and it's laid out ergonomically for skipper and a companion. Standard equip-



The saloon table lowers to create a berth for two more guests.

ment includes a full Garmin package installed at the factory, including an 18-mile HD radar, touchscreen chartplotter, autopilot, and GPS, all controlled via a 12-inch Garmin multifunction display. Just to its left is the proprietary Bavaria systems monitor, a touchscreen that controls everything from pumps to lights.

Aft, the swim platform is brilliant. It lowers at an angle with stairs appearing automatically, so you can use it as a beach for swimming or as a lift for an up-to-11-foot-long console RIB tender.

Bavaria buyers have a choice of two types of propulsion packages, both from Volvo Penta. Our test boat had the optional IPS600 pod drives (IPS500s are standard) which, with the standard joystick and Side-Power bow thruster, turned sliding into our tight slip with a crosswind from a white-knuckle event into child's play. If you're a traditionalist, you can also opt for Volvo Penta stern drives, but for maneuverability, the pods would be my choice.

Our test boat had the upgraded 12.5-kW Fischer Panda genset, which is standard on the U.S. boats. Not only do we use more electricity over here, we also like our cabins cold, so the air-conditioning system I mentioned earlier is also bumped up to 55,000 BTU to put frost on the windows in midsummer Miami.

Above the cockpit, molded into the hardtop, is a sunpad, and another sunner is on the bow, which has excellent nonskid surfaces.

Underway, we had a truly perfect day for testing: It was nasty with a capital N. Twenty knots from the north was blowing against the Gulf Stream, and the result was what the weathercaster said were four-to-sixes. Like most weathermen, he was wrong: these were sixes with Grand Canyons between them.

But the 420 Coupe ate it up and asked for seconds. We slammed and

pounded through several free-falls, but I was impressed that the boat didn't squeak, creak, or whimper. It seemed clear that the 420 could take more than its occupants, and we voted for a return to flat water.

One thing I learned is the 420 is light on the helm and responsive on the throttle. Just a nudge of the combined 870 horses of the pod drives, and the 420 would take off hair-on-fire.

In calmer 2- to 3-foot seas, we topped out at 35.7 knots with half fuel, three people aboard, and full water, so this was a real-world test. But here's the best thing: With the hammer down, we were sucking just 44 gallons per hour, which shouldn't put you on a first-name basis with the fuel-dock attendant. Back off to 21 knots, which still eats up the miles comfortably, and you'll get the magical one nautical mile per gallon that lots of owners brag about.

OK, time for full disclosure. I've owned more than a few classic Porsches and the Bavaria Virtess 420 Coupe reminded me of each of them. Advanced design, impeccably built, fast and nimble—I loved the 420 Coupe. It made me remember one word that summarized both the Bavaria and the Porsches: *Teutonic*. □

Bavaria Yachts USA, 954-639-7976, www.bavariayachts.com

Generating Buzz...Very Quietly

Like Bavaria, the name Fischer Panda may not be overly familiar to North American powerboaters, although the company's generators are found on an ever-growing number of cruising sailboats. Also like Bavaria, Fischer Panda is a German company, which began producing extremely quiet generators in 1986. The company has worked closely over the years with the BMW Marine Division and, as a result, many of the Formula One Grand Prix teams equip their transporters and maintenance vehicles with Fischer Panda gensets.

Fischer Panda's motto is "The Most Powerful Generators You'll Never Hear" and the near-silence you encounter in the company's products is due to water-cooling the stator windings (the magnetic rotor has no windings, brushes, or diodes), an approach that's unlike most gensets where both stator and rotor are air-cooled. In addition to its quiet operation, Bavaria Yachts chose the Fischer Panda for the 420 Coupe because it is very compact and has a small footprint in the engine room, as well as a 50-percent savings in weight, which is critical in small boats for performance.

To support a growing U.S. market, Fischer Panda has a stateside office with full parts and service in Ft. Lauderdale. www.fischerpanda.com



RPM	KNOTS	GPH	RANGE	db(A)
1000	7.0	2.2	906	65
1500	9.5	7.0	386	66
2000	11.5	17.6	186	74
2500	21.0	22.0	271	75
3000	29.0	31.6	261	76
3450	35.7	44.0	231	77

TEST CONDITIONS: Air temperature: 80°F; humidity: 70%; seas: 2-3'; load: 165 gal. fuel, 108 gal. water, 3 persons. Speeds are two-way averages measured with GPS display. GPH estimates taken via Volvo Penta display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: 2/Volvo Penta IPS600s incl. joystick; DuraDeck on cockpit and swim platform; hydraulic swim platform; electronics package (prices upon request).

6 Ways to Fun Days

IF YOUR FAMILY GROANS AND AVOIDS EYE CONTACT WHEN YOU PLAN YOUR NEXT CRUISE, YOU MAY NEED TO THINK ABOUT ENHANCING ONBOARD COMFORT.

BY JASON Y. WOOD

You just can't see it. There's something wrong with your boat, but you can't put your finger on what it is. She runs great. She's seaworthy and safe. And there's nowhere you'd rather be than your perch at the helm.

But at anchor or in a slip, it's another story for you and your crew. Where the family feels refreshed and rejuvenated underway, you all seem to get tired and worn out the longer you stay on board. But don't give up the ship! Some subtle fixes can make extended cruising more enjoyable. Here are six ways to improve the comfort level of your boat's interior.

Breathing Room

Ever put on a sweater on a sunny, hot July day? That means you know the difference between air conditioning and ventilation. There's a reason the system, and indeed an entire industry, is nicknamed HVAC, and if you skip the V for ventilation you may be missing the whole point. "Ventilation is the paramount part of that HVAC equation," says Dave Gerr, naval architect and professor at Westlawn Institute of Marine Technology. "If you don't have enough heat you'll be freezing, but you can't survive without ven-

FILM STUDY
Natural light and killer views are great, but big windows need help, such as window film, to stop rays that can degrade fabrics and wood surfaces.

BOUNCE BACK
Radiused corners and rounded edges make for a soft landing should you lose your footing in rough seas.

Check out our adventure aboard the Fleming 65 shown here
@ www.pmymag.com/july15



July 2, 9, 16, 23, 30:

If you happen to be in popular Marina Del Ray in **Los Angeles** on a Thursday, you're going to want to eat a light lunch. That's because at 5 pm gourmet food trucks serving everything from lobster to ice cream to hot dogs to Vietnamese food arrive and transform the Waterfront into a food court. Pepto-Bismol not included.

WATCH YOUR STEP
Courtesy lighting
on stairs makes for
a comfortable
complement.

WIDE-OPEN SPACES
It may feel like home,
but sometimes "home" can
lurch in heavy seas and
send guests hurtling
across the room.

SAVE ME A SEAT
Anchor loose
furniture to prevent
it from moving
around when things
get rough.

tilation. Same thing with air-conditioning—you'll be miserable and hot without it, but you need proper ventilation to live." Think of survival as a guide to the very basic parts of comfort: air, water, food, sleep.

Back to that cardigan you just buttoned up, you've got your air conditioning blasting because, well, it's hot out. But you're not always more comfortable because of the temperature, it's often actually because the plenums are moving the air. Sometimes it makes more sense, particularly when there's a breeze, to open some ports and hatches, and let the air move through the boat. If your boat is well designed it will do the job, and letting the interior air out is good practice.

Some boats, of course, need a little help moving air through, particularly if you're anchored out of the wind. In that instance a fan may be just the ticket. Caframo (www.caframo.com) manufactures fans for installation on boats and the company has a handy application guide that allows boaters to select just the fans they will need to push the air around the various spaces on their boats. "We look at the CFM (or cubic feet per minute) which is the airflow that each fan provides," says Stephanie Guran, marketing specialist for Caframo. "We also offer fans with additional features: There's a model called the Kona that's weatherproof, to be located where it could be splashed or sprayed. And we offer the Sirocco, which has a 360-degree gimbaled design to be positioned in any direction. We also have a fan that can be installed right on the hatch and exhaust air out of the cabin or bring fresh air in. Even with the hatch closed, it can offer a cooling breeze inside the cabin." Caframo fan hardware starts as low as \$29.99.

Keeping the air moving when you're not on your boat lets you start from a better place each time you step aboard. The portable Breathe Easy air purifier from Dometic (\$109.99; www.dometic.com) will filter odor-causing bacteria (and other nasty stuff) from the air in enclosed spaces, while a West Marine air dryer (\$94.99; www.westmarine.com) warms and circulates the air to keep that damp funk in check.

Film Study

Another way to make your boat's interior more comfortable is to block out some of the sunlight that warms it up. Applying window film is nothing new, but today's technology more effectively blocks bright light and harmful UV rays, both of which contribute to the breakdown of interior fabrics, wood surfaces, and more.



NOT TOO BRIGHT
More control over lighting with dimmers lets you set the mood.

SOFT TOUCH
Choose fabrics you like but won't worry about—all onboard spaces are meant to be enjoyed.

"A lot of it has to do with pure comfort because the boat is extremely hot inside and also we see a lot of glare and sometimes it's magnified on the water," says Stefan Nodwodny of The Window Film Specialists (www.thewindowfilmspecialists.com). "There's kind of a misconception: UV rays produce only 40 percent of your fading. You have to knock some of the visible light down, but we have to be cautious because we don't want to put something on the windshield where you have a hard time driving the boat. We'll meet with you and show you some options, but it's important to look at how a given product looks at certain times of the day and in the evening, so you find the right product for the right application."

If you're considering adding film to your boat's windows, be aware that the marine application can be tricky—interior trim, valances, and headliners can block installer access to the edges of the windows, very few windows are square in shape, and other factors can affect installation costs, which are generally in the \$15 to \$25 per square foot range.

Lighten Up

Toning down the light that streams into the saloon through the windows is one thing, but you also may enjoy having more hands-on control of onboard lighting after the sun goes down. There's never been a better time for

this with the advent of LEDs suitable for refit.

"The simplest thing would be to add dimmers," says Kinder Woodcock, project manager for IMTRA. "Unlike the early days of LEDs for illumination, most LED lights available today can be controlled by dimmers, and that adds a whole new dimension." This makes sense for boaters, since evening cocktails onboard may require a softer light than, say, a nighttime session hunched over the charts spread out on the dinette, looking closely at soundings and bridge heights to plot out the next cruising leg.

But dimming ain't what it used to be. It's better. "It was an interesting selling point in the past for us that our LED lights could dim up and down without changing the color," Woodcock says. "We thought in the past that was pretty cool and customers thought that was a nice feature as well."

"With an incandescent or halogen, you don't just lower the light level when you are dimming," he continued. "You're changing the color (or the Kelvin temperature) of the light. The filament is actually turning a different color as the light level decreases, similar to what happens when the sun goes down. So whether you're aware of it or not, we are accustomed to our lights turning more yellow as they were dimmed." But new Correlated Color Temperature (or CCT) changing



ON THE MOVE
Keep air flowing and you'll have a more comfortable and better-smelling boat.

technology is giving consumers the option to actually change the Kelvin temperature (e.g., from cool white to warm white) within a single light fixture and control this through dimming or a switching sequence. "We don't know if that's going to catch on," Woodcock says. "But we're seeing it in the domestic market and commercial jets. We'll be curious to see if boat owners will ask for it."

Solid Sleep

There's no better way to help make the most of your time aboard than to get a good night's sleep. When you're rested, your mood improves and you're ready to take on the day's challenges. Many people sleep well on boats, thanks to the gentle rocking of the hull, and the fresh air enjoyed all day.

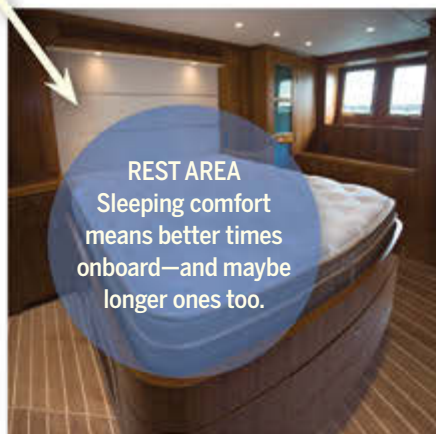
But the converse of that is a bad night of sleep. Sometimes quarters are a bit closer than what you have at home. Tossing and turning, unable to get comfortable, you take longer to get your rest, and invariably, finally drift off to sleep just as others wake up and want to start their day.

A good night's sleep starts with a good foundation, the mattress. "If you don't sleep well on your boat, you go home earlier," says Dave Ogle, owner of HandCraft Mattress Company (www.boatbed.com). "You don't stay aboard as much and you don't get the true value of your

investment out of it. We say we're making a live-aboard mattress but most of our customers don't live aboard. You just want to sleep well when you're on board, enjoy your boat, and overnight more often. But by Sunday, if your back is killing you, you're stressed out and you're not enjoying it—you're going home and looking forward to getting to your bed."

So why not invest in the one-third of your time you spend aboard sleeping (or trying to) and get a new mattress (and maybe even one for the guest stateroom)? There's no reason your boat shouldn't be as comfortable as your home. "Our first question [when meeting with a new client] is, What do you sleep on at home that works for you?" Ogle says. "If you love an innerspring bed with a pillow top, we don't waste time talking gel foam beds or latex beds."

Of course, onboard accommodations may limit the size and thickness of a new mattress, and the weight of some mattress types may make stowage areas inaccessible. But there are solutions: "We do a hinge fold so the bed



REST AREA
Sleeping comfort means better times onboard—and maybe longer ones too.

can be folded into two but the top is covered as one," Ogle says. "So it folds over, but when it lays flat you can't feel it. This way you can fit a heavier bed, but the wife can still get access to stowage on her own. There are a lot of little details like that." Custom mattresses from HMC range from \$800 to \$4,000.

The Fabric of Life

You may have been on boats where the furniture is designed to fit a certain space or meet some requirement other than user relaxation and enjoyment. The comfort of onboard furniture starts with the cloth used to cover seating surfaces, armrests, and pillows.

An interior designer can help source furniture and soft goods, but just considering the way you think about your boat's outfitting is a good step towards improving the

situation on board. "For any fabric that will be on the furniture or pillows, the 'hand' of the fabric is very important; it needs to be soft and comfortable," says Joanne Lockhart, president of YachtNext, a yacht interior-design firm (www.yachtnext.com). "The filling in all furniture needs to be checked so it is up to the comfort level the owners enjoy. Depth of furniture is very important, too—if the owners of the yacht are short or tall this needs to be taken into consideration."

But welcoming guests aboard is more than just offering them soft cushions and comfortable chairs, it's also about setting a mood, a tone that relaxes everyone—and it has to come from the host, the boat's owner: "Comfort can also be perceived in the warmth of the look of the interior," Lockhart says. "Try to make a comfortable, inviting space rather than a stately home where guests are terrified to touch anything."

Lose Your Edge

And speaking of terror, we should mention that comfort and onboard safety go hand in hand. When it comes down to a boat's interior, the possibility of a serious injury can make things dicey for the crew when seas kick up. "There should be no sharp outside corners," Gerr says. "If you're on a boat that's rolling and fall into something, those sharp edges and square corners can cause serious injury. There are many boats built like that today: Beautiful, modern-looking furniture and every one of them with sharp corner edges." If you're considering new furniture, take the opportunity to get rid of those sharp corners.

While on the subject of safety, there's one additional interior factor: Boats designed to show off their size sometimes have large open spaces in a saloon. It may look nice and feel like home, but put that boat in a sporty seaway and you'll find it means something else: There's nothing to grab onto should you lose your balance.

"On larger yachts people want their open space, but I do often try to design it so that there's no area that's really wider in terms of built-in furniture than 36 to 48 inches," Gerr says. "So you feel like you're going into this big space but there are things at least 30 to 36 inches high there that you can catch yourself on if you start to slip and fall." That's better than falling across a wide-open saloon to fetch up on the sharp corner of a table.

Take these factors into account when you consider refitting your interior and everyone onboard will feel safe and comfortable. And there will be nowhere else they'd rather be. □



August 28 – 30

Some of you may not understand sailors; puttering in the middle of the channel with the engine running and screaming “right of way.” The **Newport Bucket** is not that. Cutting edge and classic sailing yachts over 70 feet ply the waters and provide abundant eye candy.



LOA: 70'10"
BEAM: 18'2"
DRAFT: 5'6"

DISPL.: 103,000 lb. (approx.)

FUEL: 1,596 gal. (can vary)

WATER: 345 gal.

CRUISING SPEED: 11-19 knots

POWER: 2/870-hp Detroit Diesel 12V-71s;

2/1,075-hp Detroit Diesel 12V-92s

PRICE: \$395,000 – \$795,000

Durable Goods

THE TIMELESS **HATTERAS 70 SERIES 2 MOTORYACHT** PROVES THE QUALITIES AND DESIGN ELEMENTS REQUIRED FOR A COMFORTABLE CRUISER ARE JUST AS RELEVANT TODAY AS THEY WERE 30 YEARS AGO. **BY CAPT. STEVE CREEL**

The story of Hatteras Yachts is awash with iconic models that blazed a boating trail. Willis Slane, founder of Hatteras Yachts in North Carolina, arguably launched production fiberglass powerboats in the United States in 1960. Slane's passion for fishing is legendary as was his motivation for the development of the historic Hatteras 41 Convertible Yacht Fisherman, the largest fiberglass boat built at that time. Hull No. 1 was christened *Knit Wits* on March 22, 1960, and is still fishing today (discover photos of this ageless beauty at pymag.com/july15).

Riding a wave of success with the 41 Convertible after the 1962 New York Boat Show, Slane commissioned yacht designer Jack Hargrave to reconfigure the deckhouse into a double cabin. Under the guidance of Hatteras general manager Don Mucklow, the craftsmen

of Hatteras introduced the Hatteras 41 Double Cabin Motoryacht faster than green grass goes through a goose. In four months the already-respected Hatteras logo was on a motoryacht for the first time. Hargrave would go on to put his signature on all Hatteras models for more than three decades.

The single most popular was the 53, of which a total of 573 hulls were built during a 12-year period—349 were configured as motoryachts and 224 became convertibles.

Willis Slane would die at age 44 in November of 1965. Prior to his untimely demise, Slane—always with his eye on the future and perhaps sensing his declining health—called up original Hatteras investor, David R. Parker and reportedly said, “You better get off your butt and come over here and protect your invest-



At press time, the 1994 Hatteras 70 shown above was listed for sale with Allied Marine for \$579,000. Her sharp blue hull was painted in 2011.

ment.” Parker certainly did and more, taking over the helm for the next 20 years. In 1968 Parker negotiated a sale of the company to North American Rockwell.

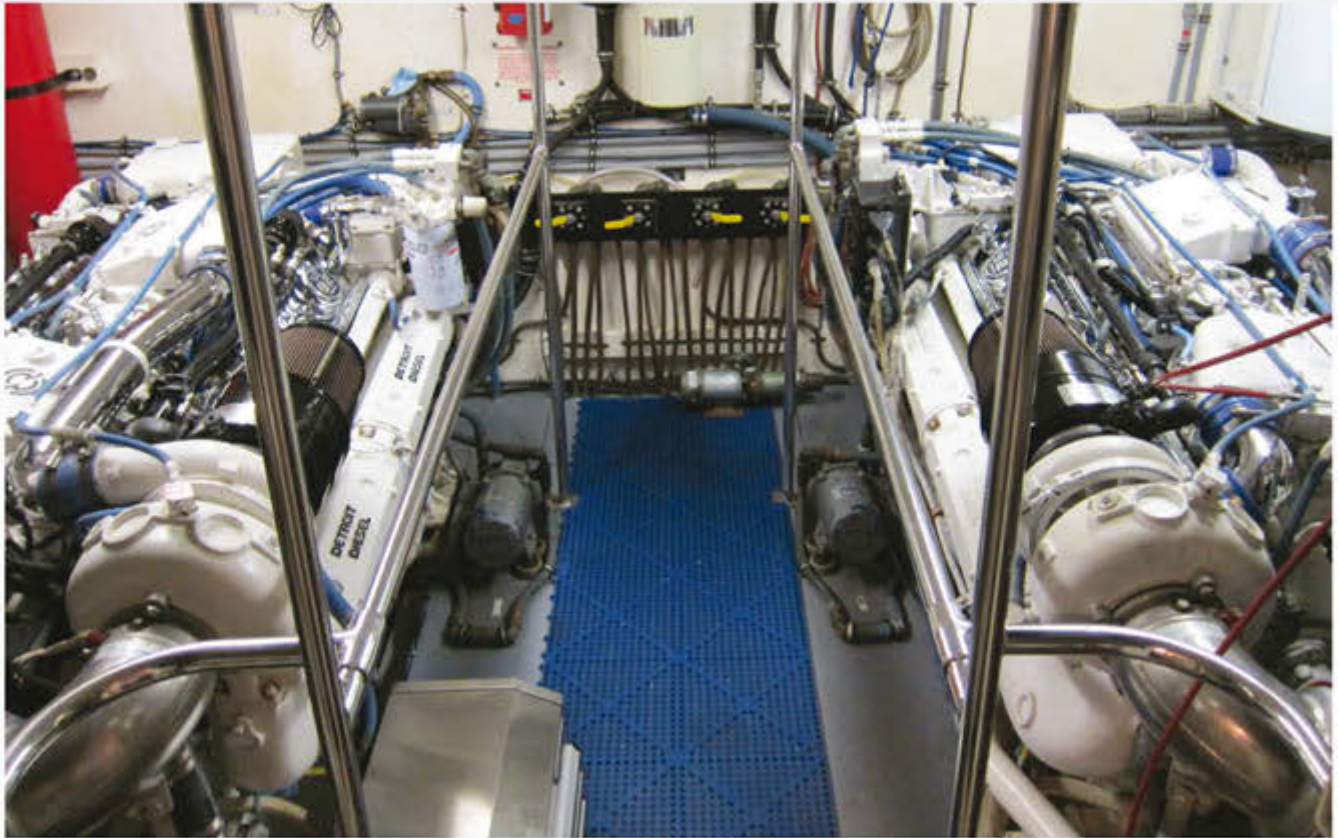
This is where the story of the 70 begins. Having substantial financial backing from its new parent company, Hatteras was able to launch 13 new models during the North American Rockwell reign, including the Hatteras 70 Motoryacht Series 1 in June 1970. North American Rockwell would rethink their involvement in the yacht industry by 1972 and sell to AMF, Inc. AMF continued to produce the 70 Motoryachts Series until March 1981. Moreover, the company delivered the first 70 Extended Deckhouse models in July 1976, and built 20 EDH’s before the model was discontinued in April 1983.

Shortly thereafter, in 1984, a company owned by investor Irwin Jacobs known at the time as Minstar, later to become Genmar, bought out AMF. Hatteras, under the Genmar banner, had Hargrave redesign the 70 Motoryacht and reintroduced it as the Series 2 in March 1988

and built 26 through August 1992. Also in March 1988, Hatteras introduced what proved to be the most popular of all the 70s built, the 70 Cockpit Motoryacht (shown here). Fifty-six were built through June 1997, accounting for 46 percent of the total 70s built and delivered.

The division of exterior and interior space on the popular Series 2 four-stateroom model makes her an ideal long-range cruiser or live-aboard. And the layout also lends itself to taking on occasional crew. The galley, with full-size household appliances and separate dinette sits abaft the pilothouse and is perfectly laid out. There won’t be any problem ending up fat as a tick after a long cruise thanks to this galley’s appointments. The entire area can be closed off while the morning folks in your crew get the coffee and griddle going.

The pilothouse has port and starboard doors for easy maneuvering. Boatbuilders take note! This simple design element is incredibly useful. The helm can easily absorb a complement of modern electronics and the settee is a great perch to plant yourself on a long slog up the



The full-beam engine room (above) is accessible via private staircase in the saloon. A Vetus Maxwell bow thruster makes docking easier.



coast with the autopilot working in foul weather. The lack of sight-lines aft from this area takes a little getting used to; a camera showing the stern would certainly be on my list of upgrades.

There is access from the pilothouse to the bridge via a ladder that's fairly steep, which is necessary to allot the space for the galley dinette. I'm not a huge fan of spiral staircases on boats, but some owners have retrofitted the ladder with a spiral staircase to allow a little easier passage between the two spaces.

The saloon is more than ample, especially on the Extended Deckhouse model. Most 70s have a formal dining area as well as a couch, which leads to the aft deck. So think about it: If you're on a long cruise, there are five different social areas, not including the state-rooms. That's tough to beat on a boat less than 100 feet.

Speaking of staterooms, my favorite on the 70 is the amidships guest stateroom with awthartships berth. The island berth has plenty

of room on both sides and two ports bring in light and air. Yet these ports look like they belong on a boat versus the odd sharktooth—or teardrop-shaped windows we see today that make the boat appear as if she is crying in disgrace. These Hatteras 70s overflow with these simple, tough, and easy-to-use systems and elements.

"The 70 is very spacious, but very private for owner and guest," says Bill Mahoney of A&M Yacht Sales who has a very nice 1991 Hatteras Motoryacht Series 2 listed for sale.

I love the sound of the 870-horsepower 12V-71s coming into a slip with that low rumble. Later models were equipped with the 1,075-horsepower 12V-92s giving a little higher cruise along with increased fuel consumption.

Beware of some of the aftermarket cockpit extensions where running gear and rudders were not moved; it made the boats a little squirrely in some sea conditions. A good surveyor is worth employing if you're considering one of these.

Between the four different models of the 70 Motoryacht that Hatteras offered from 1970 to 1997, 121 boats were delivered.

Joe Cacopardo, marketing director for Hatteras provided me with the data on the history of the 70 Series and also turned me on to the fact that the Hatteras design team will be introducing a new 70 Motoryacht in the 2016 model year. This will be the first 70 Motoryacht that did not come from the loins of Jack Hargrave, and I hope they remember some of the elements that made the original 70 so darn popular. I look forward to experiencing this new Hatteras; I am certain it will be exciting. However, I am going to close this review with a line from the movie *Bed of Roses*, "There is nothing boring about a classic." □

To some, sunglasses are a fashion accessory...

But When Driving, These Sunglasses May Save Your Life!

Drivers' Alert: Driving can expose you to more dangerous glare than any sunny day at the beach can... do you know how to protect yourself?

The sun rises and sets at peak travel periods, during the early morning and afternoon rush hours and many drivers find themselves temporarily blinded while driving directly into the glare of the sun. Deadly accidents are regularly caused by such blinding glare with danger arising from reflected light off another vehicle, the pavement, or even from waxed and oily windshields that can make matters worse. Early morning dew can exacerbate this situation. Yet, motorists struggle on despite being blinded by the sun's glare that can cause countless accidents every year.

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Studies by the National Highway Traffic Safety Administration (NHTSA) show that most (74%) of the crashes occurred on clear, sunny days



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P. 80

HOW TO MAKE A GOOD BOAT EVEN BETTER

Sea Clearly

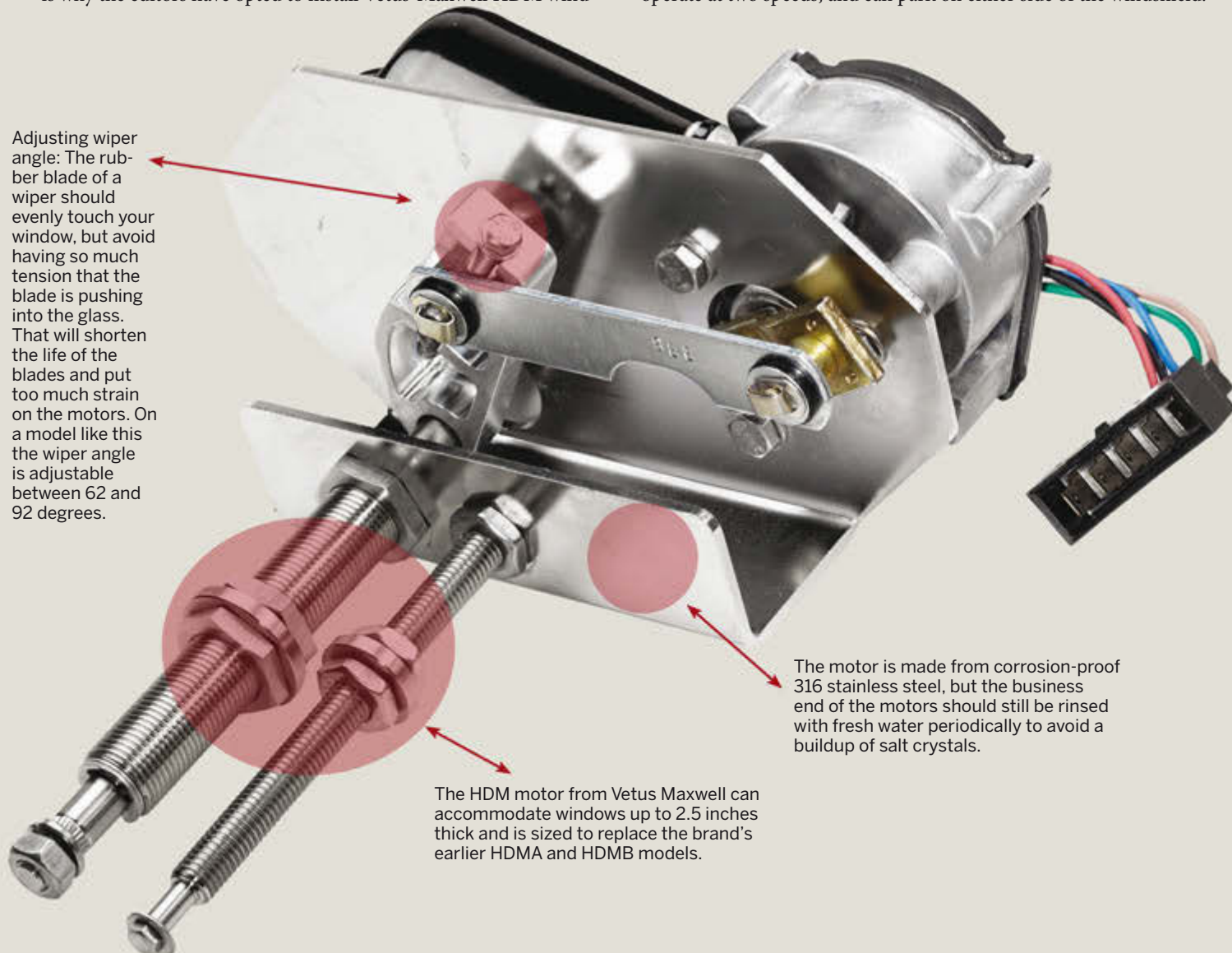
UPGRADE YOUR WINDSHIELD-WIPER MOTOR AND ADD PEACE OF MIND TO YOUR NEXT CRUISE.
BY DANIEL HARDING JR.

As I stood at the helm of a new trawler while navigating out of the Cape Cod Canal into an incoming tide, with 20 knots of wind on the nose, and a soaking rain pouring down, an unforeseen problem arose: The windshield wipers quit. So, within seconds, I found myself driving with my head out the window like a sorry-looking golden retriever and reminded of the fact that windshield wipers are the unsung heroes of any good boat. And more to the point, they are essential for safe and comfortable cruising. Which is why the editors have opted to install Vetus-Maxwell HDM wind-

shield wiper motors (\$650 list price) on our Grand Banks 42 project boat, *Arawak*.

Like many things on *Arawak*, our old motors were obviously in need of repair or replacement. And if your motors are more than 10 years old and you have a long cruise ahead of you, or your current motors are performing inconsistently, you may want to consider a replacement yourself.

The claim to fame of these 24-volt motors is they are nearly silent, operate at two speeds, and can park on either side of the windshield.



Gearing Up

WHILE REPOWERS SEEM TO BE ALL ABOUT NEW ENGINES, THE RUNNING GEAR NEEDS THE RIGHT AMOUNT OF ATTENTION. **BY CAPT. BILL PIKE**

Repowering a diesel boat—like *Arawak*, the 1996 Grand Banks 42 motor yacht we’re rehabbing in the U.S. Virgin Islands (follow the MyBoatWorks project at www.betterpowerboat.com)—can be a complex endeavor. For starters, there are a host of devilish details to contend with during such a big project, especially if it entails swapping out an older naturally aspirated powerplant for a set of modern, common-rail, high-speed diesels like the 220-horsepower Yanmar 6BY3-220s that have just recently gone into *Arawak*’s machinery spaces (for more detail on the swap, see: “Out With the Old,” November 2014).

Said details include, among other things, developing engine beds that are compatible with a contemporary (read: smaller) diesel-engine footprint; picking out, sizing, and purchasing adapters and other components that will facilitate electrical-, raw-water-, electronic-, and propshaft-related hookups once the new engines are properly installed and bedded, and resolving stability issues that can sometimes arise when hefty (read: older) engine weights are exchanged for sprightlier (read: modern) ones.

And then there’s one more sticky little issue, a problem that arises during many, if not most, repower projects today—the synergy that must be established between the new powerplant and the boat’s propeller or propellers. A challenging exercise? Most assuredly, and one that’s best left to experienced professionals, at least in the majority of cases.

Indeed, to achieve this synergy on *Arawak*, a raft of experts were either consulted or called in to participate directly. From her owner (and rehab chief) Tommy McCoy, to the repower specialists from both Mastry Engine Center of St. Petersburg, Florida, and Mack Boring of Union, New Jersey, to the techs of Offshore Marine and the propeller gurus of General Propeller of Bradenton, Florida...a raft of folks have contributed mightily.

A significant difference in rotational



Svelte, modern diesels like these Yanmars allow for easier accessibility all the way around.

engine speeds was at the very heart of the challenge. While *Arawak*’s original set of 210-horsepower Caterpillar 3208NA engines closely matched the new Yanmars in terms of horsepower, they were larger and heavier (by approximately 2,000 pounds each, according to the Mastry folks) and turned considerably less rpm per given amount of horsepower. More specifically on the latter score, wide-open throttle for the CATs was just 2800 revs, while top hop for the new-age Yanmars is 4000 revs, a considerable disparity that dictated the necessity for some critical modifications.

The first involved the boat’s old transmissions, which coupled Cats and props with a fairly deep gear ratio of 2.5:1. They needed to be replaced with up-to-date transmissions that offered an even deeper ratio so that the higher revs of the Yanmars would be at least somewhat reduced at the prop/water interface. To get a bit more specific, the Kanzaki trannies that were fitted were set up to turn a 2.67: ratio, a scenario that at least began closing the gap between the

wide-open-throttle rotational speed of 1120 rpm that *Arawak*’s props saw with the CATs (dividing 2800 by 2.5 equals 1120) and the wide-open-throttle rotational speed of 1498 rpm (dividing 4000 by 2.67 equals 1498) that the boat’s props would see with the new engines.

This modest reduction was far from enough, though. Although *Arawak*’s props would see fewer turns via the new trannies than they saw with the old, they were still going to put way more oomph into the water than the boat and her new engines could handle long term. So the consensus was that both prop pitch and prop diameter had to be reduced as well, the point being to address the Yanmar’s higher rotational speeds (and the stresses they would engender) by, in addition to deepening the gear ratio, lessening the physical resistance to movement the props would encounter during operation.

After a few calculations were made, a set of new 24 x 18 Michigan Wheel 3-blade props were ordered up and substituted for



All Summer: The lazy days of summer and professional baseball just seem to go together. Our three favorite ballparks are AT&T Park (San Francisco), Citi Field (New York), and Nationals Park (Washington, D.C.) because of their proximity to the water and the option to go boatgating.



The Stone Marine three-blade props are removed to make room for new Michigan wheels.

the old 28 x 22 ½ Stone Marine 3-bladers that were standard issue when *Arawak* was built. The idea behind going with fairly mainstream, albeit smaller wheels, was to generally reproduce the boat's just-splashed performance, which was design-specific and cool with just about everyone, McCoy included. Higher speeds at top end and in the cruising range were not necessary. They would not have been compatible with the boat's semi-displacement hullform anyway.

The results of the modifications and substitutions that were made to *Arawak's* propulsion system? At press time, McCoy and a marine engineering specialist from Mastry Engine Center, Carl Schlemmer, were still fine-tuning *Arawak's* components in St. Thomas, preparatory to a sea trial nearby and then a much-awaited departure for further rehab work in a Florida shipyard. By all reports, preliminary findings were tending toward the positive.

An old, manufacturer-supplied sea trial from 1996 put the vessel's maximum speed at 15 knots at 2800 rpm, with 12.6 knots and 11.1 knots reported at 2400 rpm and 2000 rpm respectively. During a much more recent, partial sea trial that

took place shortly after the Yanmars were first installed by McCoy (but which had to be discontinued due to a transmission overheating issue), McCoy observed a level of performance that seemed to him roughly compatible with prior speeds and handling he was seeing onboard the boat.

"At 2800 revs," he said via cell phone in St. Thomas, "We were getting about 8.5 knots—which was okay, it seemed to me."

McCoy added that, although he and Schlemmer were still working at optimizing shaft angles and alignment, the job was going pretty well and he expected to hit the trail for Florida with *Arawak* soon.

"Maybe in the next couple of days," he added. □

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Tricks of the Varnish Trade

WANT YOUR VARNISH TO SHINE LIKE THE JULY SUN? HERE ARE 10 TIPS TO HELP YOU OUT.

BY MIKE SMITH



Before limbering up that ol' scraper, sharpen the darn thing up with a clean, flat file.

Brilliant-looking brightwork is something nearly all boaters admire, but few seldom achieve. The best way to achieve it, if you have vast expanses of shiny wood, is to hire a pro, but most boats have only varnished details: Cabin eyebrows, handrails, a teak toerail, trim around the pilothouse windows—small stuff that's DIY manageable. And there are a variety of tricks of the trade that the pros use to make even small varnish jobs a little easier, and the finish a little brighter. Here are ten you might want to use:

Don't Dillydally

Maintaining varnish isn't onerous as long as you keep ahead of its inevitable decomposition, so bite the bullet, or the sandpaper, and get 'er done sooner rather than later. If the varnish is still intact, just lay on more coats after lightly prepping the surface. There's no stripping required, no heavy lifting with paint remover or heat guns or two-handed scrapers. It's almost a pleasant chore if you're

in a contemplative mood. (If you've let your varnish go to pot, however, read "Secrets of a Stripper" at www.pmymag.com/july15, then limber up your checkbook.)

Start with Soap

Before folding your first sheet of sandpaper, wash your brightwork thoroughly; no sense sanding dirt. And if you've been sloppy with wax, use a solvent to clean any excess off the brightwork; otherwise, sanding will drive the wax into the varnish, and when you lay on your next coat you'll have more fish eyes (unsightly bubbling up or pulling away of your varnish) than an aquarium. Denatured alcohol should do the trick.

Scrape and Spot

Yellow patches in the old finish are evidence that water's gotten under the varnish and lifted it, says refinishing pro Tobi Keitmeier (www.nauticaldetails.com). Scrape away the damaged varnish, using a light touch on a razor-sharp scraper—you want to remove

the bad varnish without damaging the underlying wood. Then sand the area with 220-grit sandpaper, wipe away all dust (use a rag with the thinner recommended by the varnish manufacturer, although denatured alcohol works, too) and apply at least one spot-coat of varnish to seal the wood. Classic oil-based spar varnish is best, adds Keitmeier: It adheres well to bare wood, but can be recoated with polyurethane to create a harder finish. You can use a cheap foam brush for this, and then toss it.

Keep the Scraper Sharp

A scraper is really a two-part tool: the scraper itself, and the flat file you'll use frequently to resharpen it. Choose a small scraper with easily replaced 1- or 1.5-inch blades; you'll probably pay more for the file than the scraper. When you sharpen, move off the boat, or metal filings will stain the deck when they rust. Be sure to sharpen across the entire blade, corner to corner; otherwise you'll create a concave cutting edge that will damage the wood. If your scraper's edge develops a hollow, replace it; blades are cheap.

Scratch the Surface

Sanding not only provides better adhesion, and smoothes and cleans the surface, but also forces you to make a thorough inspection of said surface that often reveals issues—old brush marks, runs, dead bugs, etc.—you hadn't noticed before. Use 220-grit sandpaper, or a Scotchbrite pad, or even fine bronze wool to knock the gloss off the surface; you want it universally dull. I think sandpaper does the best job. After you begin laying on your varnish, switch to 320- or 400-grit paper between coats.

If you have lots of flat areas, a sanding block helps, but don't use a stiff block on curved surfaces or you'll take off too much. You'll find flexible sanding blocks at the chandlery or hardware store, but I'd use my even-more-flexible hand. And take it easy sanding hard corners, or you'll be down to bare wood before you know it.

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This watch doesn't do dainty. And neither do I. Call me old-fashioned, but I want my boots to be leather, my tires to be deep-tread monsters, and my steak thick and rare. Inspiration for a man's watch should come from things like motorcycles, firefighters and belt sanders. And if you want to talk beauty, then let's discuss a 428 cubic inch V8.

Did I mention the \$59 price tag? This is a LOT of machine for not a lot of money. The Stauer Centurion Hybrid sports a heavy-duty alloy body, antiqued bronze-finished and detailed with a rotating bezel that allows you to track time and speed. The luminous hour and minute hands mean you can keep working into the night. And the dual digital displays give this watch a hybrid ability. The LCD windows displays the time, day and date, includes a stopwatch function, and features a bright green electro-luminescent backlight.

The band is accented with yellow stitching and the dial and second hand pop with that same memorable color. So go ahead, get to work on that engine or fire up the radial arm saw. This watch can keep up. The only problem you'll have is deciding whether to keep the Stauer Centurion on your dresser with your wallet and car keys or tucked inside your toolbox.

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Dust and Wipe

Most skippers sand, then wipe down the wood, then brush on a fresh coat of varnish. But they don't clean the decks around the brightwork, where much of the sanding dust is just waiting to blow onto their nice, fresh, wet varnish. All it takes is a zephyr to ruin a day's work. Once you finish scraping, spot-coating any bare wood, and sanding, wash the boat to get rid of the dust. Give it plenty of time to dry, which won't take long in the summer sun, then wipe down the brightwork with a solvent-soaked rag (Keitmeier uses denatured alcohol) or a tack cloth. While everything is drying, mask off your brightwork so you don't get varnish on the gelcoat.

Buy Good Tape

Leave cheap masking tape on too long and the only way you'll get rid of it is to sell the boat. Use painter's tape instead: Keitmeier



recommends "14-day" tape; ScotchBlue Painter's Tape is a good brand, but there are others. I don't think you want to leave it on for two weeks, but you can leave it long enough to lay on a couple of coats. (Once you take the time to prep and mask the work carefully, it only makes sense to apply two coats at least.)

However, even painter's tape can be hard

to remove if you haven't waxed your boat recently, especially if the gelcoat is badly oxidized. Save yourself some heartache by waxing around the brightwork before starting your varnishing project, compounding first if necessary. Remember the caveat about removing excess wax from the varnish.

Brush Up

Most experts agree that natural-bristle brushes are best for varnish. Keitmeier uses Corona Europa brushes; a 1½-inch Europa, probably as wide as you need for this kind of work, will set you back about \$17. Italian-made Epifanes brushes are also excellent, albeit more expensive. Buy good quality brushes and take care of them and they'll last for years.

Keitmeier always uses a new brush for a finish coat, but only after cleaning it thoroughly several times. A new brush



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right out of the wrapper is dirty, he says, full of dust and usually pestered with some loose bristles. Once he's used a brush once, Keitmeier cleans it with mineral spirits, a brush comb, and a spinner, then relegates it to applying preliminary coats. Keitmeier says this avoids the risk of a fleck of dried varnish from ruining the next finish coat. (See "What's in a Brush" at www.pmyimag.com/july15 for more advice on brushes.)

Don't Guess, Measure

Never use varnish straight out of the can, and never use it without thinning. Pour it into a graduated cup that lets you measure the correct ratio of varnish to thinner. What's the correct ratio? It depends mostly on temperature: An August day in Miami demands more thinner than a brisk September in Maine. (In steamy Florida, you may want to wait until September or October to varnish.) Use the



manufacturer's directions as a start, and mix small batches; if the varnish drags, or sets before the brush marks smooth out, add a little more thinner.

Ditch the Dust

Dust is the enemy of varnish, and it's a law of nature that as soon as you start laying on the finish coat, the wind will pick up and swirl clouds of marina dust into your work.

How do you fight this? Take a week-day off and varnish while your marina neighbors are at work. You'd be surprised how much dust is kicked up by the hustle and bustle on the weekend, but things are

quieter between Monday and Friday. And you won't have to deal with as many kibitzers telling you what you're doing wrong.

Varnish early in the day, before the sun starts beating down and the afternoon breeze builds. Do your prep the day before (actually, you may have to take two days off), so as soon as the dew has dried off the brightwork, you can give it a final wipe down and start varnishing. This also gets the job finished early, so you can goof off in the afternoon.

If, despite precautions, you get dust in the varnish anyway, or if you miss a spot, or anything else goes wrong, don't try to fix it, warns Keitmeier. You'll just make things worse, so let the work dry and fix it with the next coat. Flow it and forget it, he advises.

Hey, maybe you'll have to take the whole week off. Heck, it's summer—why not? □

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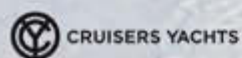
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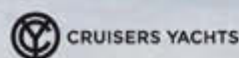
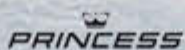
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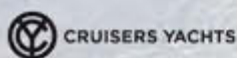
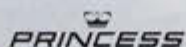
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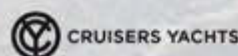
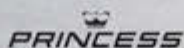
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Perfecta | 2008 75' Itama
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Circus | 2004 80' Azimut
\$1,250,000 | Bob Martin, 305.710.3952



Bottom Line | 1976 75' Broward
\$595,000 | Jim McConville, 954.849.0855



Lovliest Lady | 1996 75' Hatteras
\$825,000 | Joel Romero, 949.466.6264



Free Spirit | 2004 76' Pershing
\$1,449,995 | Bill Shewbridge, 954.303.4033



Invictus | 1981 74' Hatteras
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Scorpio | 2009 72' Pershing
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Jugueton | 2007 70' Uniesse
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Willaway | 1994 70' Hatteras
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Miss Stephanie | 1990 70' Hatteras
\$649,000 | Jim McConville, 954.849.0855



Chop Chop | 2009 68' Riva
\$1,600,000 | Sean Fenniman, 772.260.1628



Perfect Alibi | 2011 66' Ferretti Yachts
\$1,799,000 | Eric Frank, 954.600.0369



2 Dream | 2006 66' Sunseeker
\$1,400,000 | Joel Romero, 949.466.6264



Barbara Rita | 2007 65' Marquis
\$1,395,000 | Jim Carro, 561.707.7045



Gigita | 2002 65' Princess Yachts
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Liquid Assets | 2014 64' Princess Yachts
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112' 1999 Westport 1120 Motor Yacht
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110' 1997 Hatteras Motor Yacht
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105' SUNSEEKER



105' 2002 Sunseeker Manhattan
\$3,250,000
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84' SUNSEEKER



84' 2000 Sunseeker Manhattan
\$1,450,000
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82' VIKING



82' 2011 \$5,395,000 Jim 850.259.3246
82' 2010 \$4,725,000 Tony 239.450.9812

80' DONZI



80' 2003 Donzi Convertible
\$2,195,000
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74' VIKING



74' CNV 2006 2,795,000 Jason 941.518.1171
74' EB 2007 \$2,795,000 Chris 813.503.8398
74' CNV 2005 \$2,195,000 Jim 850.259.3246

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70' 2006 \$1,950,000 Steve 239.825.6174
67' 2006 \$1,495,000 Ron 941.545.6212

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68' 2006 \$1,695,000 Jim 850.259.3246
68' 2006 \$1,695,000 Tony 941.527.1273

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64' 2011 Princess Flybridge
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64' VIKING



64' 2007 Viking Convertible
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61' BLACKWELL



61' Blackwell Convertible
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60' 2008 \$1,995,000 Carmine 941.725.0587
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61' 2002 \$789,000 Randy 713.816.2165

58' TIARA



58' 2013 \$1,495,000 Kevin 850.259.1229
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80' Hatteras 2005 - Call Bob: 732.598.1374



76' Lazzara 1995 - Call David: 561.281.8015



72' Hatteras 2013 - Call Chuck: 703.999.7696



72' Princess 2002 - Call Scott: 757.570.3944



68' Hatteras 2008 - Call Clark: 919.669.1304



65' Princess 2006 - Call John: 610.220.5619



65' Princess 2000 - Call John: 610.220.5619



64' Hatteras 2006 - Call Clark: 919.669.1304



63' Hatteras 2002 - Call Chuck: 703.999.7696



61' Princess 2006 - Call Chris: 757.509.0742



61' Viking 2005 - Call Kelly: 910.231.8890



60' Hatteras 2005 - Call Howard: 252.241.4831



60' Custom Carolina 1983 - Call Ben: 252.241.7757



60' Princess 2015 - Call Clark: 919.669.1304



58' Custom Carolina 2003 - Call Roger: 410.456.3659



58' Symbol 2005 - Call Hank: 804.337.1945



58' Princess 2009 - Call John: 610.220.5619



58' Custom Carolina 2003 - Call John: 910.262.5566



56' Paul Mann 2009 - Call Peter: 252.725.3133



55' Viking 2003 - Call Hank: 804.337.1945



55' Viking 1998 - Call Sean: 910.620.1900



54' Hatteras 2005 - Call Mark: 757.406.1673



54' Custom Carolina 1999 - Call Roger: 410.456.3659



52' Princess 2014 - Call John: 610.220.5619



52' Fairline 2006 - Call John: 610.220.5619



50' Viking 1998 - Call Scott: 443.373.6313



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45' Custom Carolina 2007 - Call Roger: 410.456.3659



44' Carver 2006 - Call Scott: 757.570.3944



44' Custom Carolina 2006 - Call Tony: 843.329.9493



42' Sabre 2004 - Call Chris: 757.509.0742



42' Azimut 2001 - Call Marino: 561.310.0988



42' Legacy 2005 - Call Howard: 252.241.4831



41' Grand Banks 2009 - Call Chuck: 703.999.7696



41' Meridian 2007 - Call Harry: 757.912.6784



40' Legacy 2005 - Call Chuck: 703.999.7696



40' Mathews Brothers 2006 - Call Mark: 757.406.1673



40' Cabo 2006 - Call Scott: 703.307.5900



38' Sabre 2005 - Call John: 252.342.5668



38' Sabre 2006 - Call Chris: 757.509.0742



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60' SUNSEEKER 2011
Juan Morillo 305-917-3758



56' HATTERAS 1981
Fritz Grell 772-285-9226



50' CARVER 1997
Greg Haught 772-475-6030



49' KROGEN 1996
Lenny Beck 910-617-2205



47' MAINE CAT 2010
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44' BRIGGS BOATWORKS 1997
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42' INVINCIBLE 2012
Mordy Miltz 516-606-1282



40' SILVERTON 1997
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"Sand Piper" a beautiful well maintained yacht. She has three spacious staterooms for owner and guests and features a private entrance from the salon to the master stateroom. Powered by CAT 800hp 3406E's and ready to fulfill your cruising dreams.



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2009 Great Harbour N47

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50 Prestige 500 S Express 2014. T-600 Volvos IPS-Pods, 3 stateroom, 2 heads, full-beam master, oakwood interior, loaded! Call Dick Curry 877-689-0742



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48 Silverton 2004. T-715 Volvo - less than 300 hours. If you are looking for a like-new 48, this is the boat. Never slept on. Rich Lucas 877-713-6275



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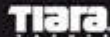
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AFTER WORD

SOMETIMES YOU DON'T HAVE TO GO DOWN WITH THE SHIP.
BY MARY HOFF BENEVENTO AS TOLD TO KEVIN KOENIG

Seventeen years ago I was on a boat 30 miles out of Boca Grande. It was myself, my first husband, and two other couples, plus the captain on our 57-foot Ocean. And we were on our way to go grouper fishing. It took us a good hour to get out there, and we had had fun the night before so we were moving slow, you know? We were excited to fish, but it was just one of those mornings.

Our captain at the time was an amazing guy and an excellent captain. When we first got that Ocean we were out in the middle of the water one day and he spotted something floating way off in the distance. It ended up being a bale of marijuana. So the guy's got bona fide eagle's eyes. And he is on top of things, always alert, doesn't miss a thing. (We ended up calling the Coast Guard for that bale, by the way, I don't own a bar called "The Square Grouper" or anything.)

But anyway we were out that day and about to drop the lines in, and just as we're doing that the captain sees something floating in the water. Again! And so I'm thinking, more weed?

But then he points out something about a half mile away, just a little white tip in the distance. I don't know how he saw it. So we decided we'd go check it out because something looked off. So we hold off on dropping lines and motor over to see what we could see.

It ended up being the nose of a boat. Not only that, but there were two kids hanging onto it, probably in their early 20s. They had been spearfishing. It was a 27-foot center console, and it was almost totally below the water. A big wave had come, too big for that boat anyway. It was pretty rough that day. One guy had been topside, and one guy was in the head, and nobody saw the wave coming, and *boop!* all of a sudden everyone was in the drink and the boat was submerged. I can't imagine what that feeling must have been like. So we picked them up and they got in the boat. And the first thing one of them said was, "I wasn't going to start crying until it got dark." They'd had none of the proper safety gear onboard. No signal ever went out, spooky stuff.

But then they said they had two more buddies who were with them and they'd been overboard spearfishing when the boat capsized. They hadn't stayed with the boat because they were afraid, with four guys clinging to it, it would sink. So they had cut a piece of anchor line and were hanging on to it to stick together, and now they were out there somewhere treading water. It sounded grim.

We couldn't see them from where we were, especially with the swells so big. So we started trolling around looking for them. That was pretty tense, I mean, it's so tough to see people in the water out there. But miraculously, we found them pretty quickly. Everybody was elated, obviously. Pumped, grateful, just so happy. One of them had a newborn and he was afraid he was never going to see her again. So we get all four of them onboard. And us girls, of course, we're fussing over them. Giving them beers and water and cigarettes and turkey sandwiches. Anything they wanted. It was a celebration.

We realized we needed to get them home immediately. No fishing that day. The kids had been in the water for a couple hours. That's a long time! So we turned around and headed back. We were all celebrating on the ride home, most of us anyway. After a little bit I realized that my first husband was in the saloon, more or less pouting. He was upset that he wasn't going to get to fish. That's part of the reason he's now my ex-husband, by the way.

Fish or no fish, we just saved these guys' lives! I mean, c'mon man, get some perspective! That was a real moment of clarity for me. We divorced shortly after. I can't say that that was the one thing that broke the camel's back by any means, but it was indicative of so much more that was going on with him. Anyway, he and I don't stay in touch. I remarried later on to the man I'm still with today, the love of my life. And I look back on that day as the greatest day of fishing that never was. □

Mary Benevento, 42, is a boater in Florida. That's not her real name, and she doesn't even really like grouper fishing.



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